

Government Strength Grows As Contest Nears End

SEARCH IS MADE FOR AMUNDSEN IN THE ARCTIC

Rescuers Hunt For His and Italia Groups. East of Foyin Island, Spitzbergen

Efforts So Far in Arctic Have Led to Rescue of Ten Men

King's Bay, Spitzbergen, July 14.—With ten men snatched from death in the Arctic, the men operating the rescue planes and the Russian icebreaker Krassin were intent to-day on reaching a spot some thirty miles east of Foyin Island. There it was believed the men who drifted away with the halibut part of the North Pole dirigible Italia after the fatal crash on May 23, and possibly Capt. Roald Amundsen and his five companions of a French rescue seaplane, might be found.

The latest to be rescued, Captain Sora of the Italian Alpine Chasseurs, and the Dutch engineer Van Dongen, who had attempted to make a perilous march over the ice to search for the Italia castaways were safely aboard the base ship Citta di Milano at King's Bay today. They were picked off Foyin Island by a Finnish aeroplane yesterday and brought to King's Bay.

Donaghy Outlines B. C. March to Financial Success

Financial Minister Quotes World Financial Authorities on British Columbia; Completion of Scheme Will Leave British Columbia Without Railway Problem

SAANICH VOTES ON BUS BY-LAW

Heavy Poll Being Registered; Large Audiences Attended Meetings

Voting on the Saanich bus franchise by-law is taking place to-day, all polling stations experiencing a heavy attendance throughout the morning.

The polling places are as follows: Ward One, Cedar Hill School; Ward Two, Tolmie School; Ward Three, Gordon Head School; Ward Four, Marigold Hall; Ward Five, Royal Oak School; Ward Six, Keating Temperance Hall; Ward Seven, Tillicum School.

City residents out in strong force property turned out in the morning through the morning headquarters at the corner of Johnson and Broad Streets being kept busy handling cars and appointments. This service will be available until the closing of the polls at 8 o'clock this evening. The transportation office telephone is 7002.

EMPIRESS HOTEL SPENDS \$50,000 ON CHANGES

Changes in the decoration of the grill and billiard rooms of the Empress Hotel costing \$50,000 will lend greater beauty to the interior of the hotel.

The billiard room is being converted into a lounge room. Fixtures are being removed from the grill room. In both rooms the old panning will be removed and will be replaced by oak. New columns will be set up in place of the old ones and vaulted ceiling will be built to lend greater height to the spacious rooms. When completed the rooms will have a Craftsman finish. The color scheme and style of furniture have not yet been decided upon. David W. Burnett is in charge of the work.

ASQUITH'S SECRET WAR DIARY STARTS IN THE VICTORIA TIMES TO-DAY

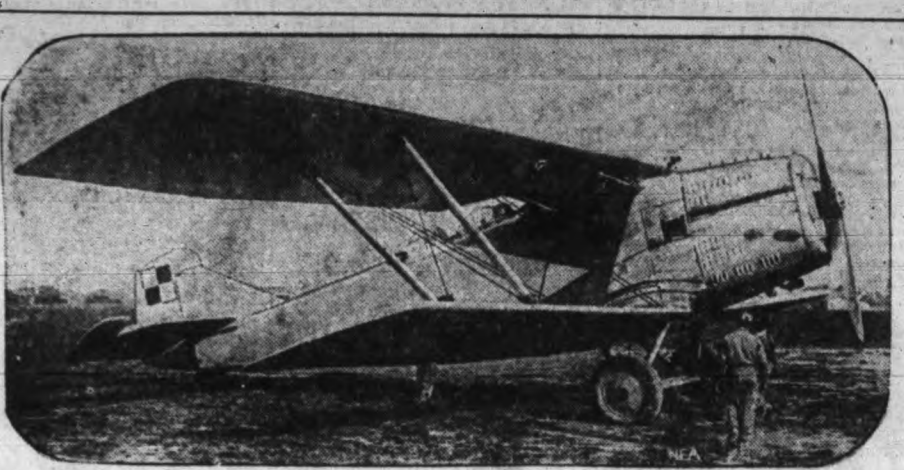
The Victoria Times starts to-day one of the most notable contributions to the authoritative history of the war—the diary of the Earl of Asquith. When this famous British statesman died, last February, he left for posterity his "Memories and Reflections." This comprises his own record of a brilliant career of forty years in Parliament and eight years as Prime Minister of Great Britain.

As Premier, during those critical days of England at the outbreak of the war, Lord Asquith kept a diary of the momentous cabinet meetings. It is here published for the first time, comprising really the inside story of the war as seen through the eyes of the British Cabinet.

Lord Asquith was Prime Minister during the first half of the war, and to him is given the credit for aligning Great Britain by Belgium's side in 1914, when the invasion by Germany was made. The diary unfolds a graphic and thrilling story of the secret diplomatic and military moves as engineered from famous old No. 10 Downing Street.

Publication of Asquith's diary begins with his own record of the Cabinet deliberations a few days before the great conflict broke out. The British Government had been wrestling at that time with the Irish Home Rule Bill, but, by agreement of the opposing Parliamentary parties, that subject was sidetracked for the time being to enable the nation to devote all its energies toward facing the great European crisis.

NEXT IN LINE FOR WESTWARD FLIGHT ACROSS THE ATLANTIC OCEAN



Being tuned in France for a flight from Paris to New York by the Azores route is the big Amiot biplane pictured above. A dispatch a couple of days ago said Commandant Louis Jikowsky and Commandant Casimir Kubala, well-known Polish aviators, who are ready for the jump, would fly their machine to Brest and leave there for the Azores. It is expected the flight attempt will be made next week.

Donaghy Outlines B. C. March to Financial Success

Financial Minister Quotes World Financial Authorities on British Columbia; Completion of Scheme Will Leave British Columbia Without Railway Problem

Ottawa, July 14.—The Federal Department of Agriculture forecasts a twelve per cent better commercial apple crop this year than last in a report issued to-day, based on returns received July 1.

The estimate is 3,157,360 barrels, as against 2,810,000 last year and an average of 3,105,800 for the five-year period, 1922-1927. This increase reflects a heavy crop in British Columbia.

The report says increased crops of cherries, plums and peaches in Ontario are promised. The size of assets in reports of good crops of all fruits are anticipated in British Columbia.

ANNE BESANT III.

London, July 14.—Miss Anne Besant, eighty-year-old theosophist leader, is confined to-day to her room at the home of friends at Wimbledon. A severe chill forced her to cancel an lecture engagements for the week-end. Her condition was stated to be improving this morning.

B. C. PLANE MAN LOSES HIS LIFE

Mechanic of Fisheries Patrol Machine Dies After Accident Near Butedale

Prince Rupert, B.C., July 14.—W. G. Partridge, thirty, a mechanic was fatally injured yesterday when a fisheries patrol seaplane in charge of Pilot C. Luke, crashed while flying low over the sea near Butedale. He died in the hospital here this morning.

PILOT INJURED

Pilot Luke suffered injuries, but they are not regarded as serious. He is in the hospital.

Partridge lived in Vancouver and is understood to have come from Great Britain.

FLEW IN CHANNEL

Before the accident the plane was flying a short distance above the water in a somewhat narrow channel about three miles south of Butedale. Glassy water conditions were given as the cause of the accident.

AIDED BY LAUNCH

A launch in the neighborhood gave assistance and rushed the aviators here, arriving this morning. Partridge died soon after arrival.

Pilot Luke is understood to have come from Winnipeg recently.

LONDON WINS KING'S PRIZE

Lance-Corp. A. C. Hale Captures Empire's Greatest Rifle Award at Bisley

Bisley Camp, July 14.—Lance-Corporal A. C. Hale, formerly of the King Edward School officers' training corps, won the King's Prize at the Empire rifle meet here this afternoon with a score of 283 out of 300.

Lieut. Desmond Burke of Ottawa was second with 280. He was also second last year. In 1924 Burke won the King's Prize.

Lance-Corporal Hale shot in the final stage of the King's Prize once before, in 1924.

Lieut. Burke had a chance to win the prize right up to the last stage. His score at the 1,000 yards was 70 out of a 75 whereas a 74 would have given him the trophy.

The marksmen to-day fired fifteen shots at 600 and 1,000 yards. Burke led the nine Canadians at the 900-yard mark with a fine 72 out of 75.

VICTORIANS' SCORES

Sgt. J. H. Regan of Victoria, had 71 and Major Fred Richardson of Victoria and Sgt. Foane of Montreal, 69. Sgt. Kiddle of Toronto, Sgt. Stevenson of Montreal and Private Davies of Vancouver had 68, and Sgt. Burton of Victoria had 67. J. J. Dawson of Ottawa made 62.

BURKE WINS

Bisley Camp, July 14.—Although the official tabulation has not yet been made, it was reliably established to-day that Lieut. Burke, of the Governor-General's Foot Guards, Ottawa, had won the Grand Aggregate prize at the Empire rifle meet here.

In 1924 winner of the King's Prize, he has a lead of six points over the other marksmen, according to unofficial tabulations.

Lieut. Burke's score in this event was 820 out of a possible 855 obtainable in the ten selected individual service rifle competitions.

Hundreds of Empire marksmen shot for the Grand Aggregate, the first prize in which is the challenge trophy presented to the National Rifle Association of Great Britain by the Dominion of Canada Rifle Association, as well as the Gold Cross of the National Rifle Association of \$50 in cash.

DONAGHY WILL TALK IN CITY NEXT TUESDAY

Meetings scheduled for this evening by the Liberal campaign manager here have been cancelled, according to an announcement made this morning.

The campaign, working to a climax, will draw to a close with a rally on Tuesday night at the Royal Victoria Theatre.

There Hon. Dugald Donaghy, Minister of Finance in the Maclean Cabinet, will be the speaker. He has been invited to Vancouver on the same night in order to address a Victoria audience. Most of the evening will be given to Mr. Donaghy for his address.

This Liberal rally will be broadcast by radio and telegrams will be sent to all parts of the Province notifying Liberal organizations of the fact. The addresses of the evening will be heard outside the theatre through amplifiers connected with a microphone upon the stage.

A schedule of other meetings in this riding is as follows: Monday, women's meeting in the Chamber of Commerce auditorium, 3 p.m.

Public meeting at Sir James Douglas School, Moss Street, 8 p.m.

Tuesday, grand rally, Royal Victoria Theatre.

Esquimalt—Monday, public meeting, Cobble Hill, 8 p.m.

Tuesday, public meeting, Rex Theatre, 8 p.m.

Saanich—Monday, public meeting, St. Martin's Hall, 8 p.m.

Tuesday, public meeting, Lake Hill 8 p.m.

CLOSING DAYS OF FIGHT SHOW SWING OF PUBLIC SUPPORT TO MACLEAN

Halcyon Days to Return as Liberal Programme Opens Up Richest Lands

Premier Tells Huge Vancouver Audience of Liberal Plans

Vancouver, July 14.—The halcyon days of British Columbia experienced in 1919 and 1920 will be repeated when the richest lands in the Province are opened for settlement and made tributary to the coast cities, declared Premier Maclean to a record rally of Liberals here Friday night, which taxed the seating capacity of the auditorium to the limit.

The crying need of the Province to-day is not to save money, the Premier continued, but for the Government and capitalists to put money into British Columbia to develop it.

"If this Province is any good surely the thing to do is to have faith in its future and courage in its development. That is where I stand in regard to the P.G.E. and every part of the Province, from Vancouver to the most northerly outpost, will benefit thereby," he said.

For two hours the capacity audience listened with the closest attention to Premier Maclean and his Minister of Finance, Hon. Dugald Donaghy.

(Concluded on page 10)

TOLMIE CANCELS MAINLAND PLANS TO HURRY HERE IN LAST-MINUTE ATTEMPT TO SAVE VICTORIA AND SAANICH SEATS; PREMIER BACK FROM ROUSING VANCOUVER RECEPTION CONFIDENT OF LARGE MAJORITY OVER ALL IN NEXT LEGISLATURE; GREAT BODY OF ELECTORS DISPLAY SUPPORT FOR GOVERNMENT'S CONSTRUCTIVE PROGRAMME AND DISAPPOINTMENT OVER LACK OF CONSERVATIVE POLICY

With only two days of campaigning left between now and the provincial election of July 18, reports received here from all over British Columbia at the week-end indicated that the last-minute swing of public sentiment, which decides elections, has set in strongly for the MacLean Government.

Premier MacLean returned here to-day after addressing the biggest and most enthusiastic meeting of the campaign in Vancouver last night, and declared that the Government would have a large majority over all combined Opposition members in the next Legislature.

TOTAL OF BANKS IS CUT TO DOZEN

Union of Commerce and Standard Thirty-sixth in Canada Since Confederation

Ottawa, July 14.—With the forthcoming purchase of the Standard Bank of Canada by the Canadian Bank of Commerce the number of chartered banks in Canada will be reduced to twelve, excluding the Eastern Bank of Canada, which was incorporated at the last session of Parliament.

These are the Commerce, Canadiane Nationale, Dominion, Imperial, Montreal, Nova Scotia, Provincial, Royal, Toronto, Weyburn Security, Province of Manitoba, Savings Office and the Province of Ontario Savings Office.

ANNOUNCED AT OTTAWA

The announcement of the Bank of Commerce-Standard Bank merger was made last night.

Hon. James A. Robb, Federal Minister of Finance, stated consent had been given under section 99 of the Bank Act to an agreement being entered into for the purchase by the Canadian Bank of Commerce of the Standard Bank of Canada, the consideration for such purchase being one share of stock of the Canadian Bank of Commerce for each outstanding share of stock of the Standard Bank of Canada.

(Concluded on page 20)

AIR MAIL ROUTES EAST OF WINNIPEG ARE BEING SURVEYED

Ottawa, July 14.—The establishment of an air-mail service which will ultimately span Canada is the aim of the Post Office Department. It was stated to-day. This, probably, will take a long time, and for the present efforts are being concentrated on Eastern points. Certain investigations are being conducted with a view to mapping out the best route to follow when a service is established between Eastern Canada and Winnipeg, but there is no intention of attempting to start such a service for some time. The work now going on consists of "feeling out" the country with a view to ascertaining the possibility of establishing landing places.

VOTERS OF METCHOSIN CONDEMN TACTICS OF OPPOSITION CAMPAIGN

Special to The Times

Metchosin, July 14.—The district of Metchosin, which has been generally considered a Conservative stronghold in the past, gave its answer to opposition campaign tactics against Mrs. Mary Ellen Smith, Liberal candidate, last evening.

H. C. Helgesen, one of the best-known pioneer residents of the district, who was in the chair, said he had never known such methods in the course of his long experience, and registered an emphatic protest.

Mrs. J. Pilgrim, one of the speakers, also said that R. H. Pooley's slighting references to Mrs. Smith, whom he had termed "that old lady," were not only insulting to the lady candidate, but also to womanhood in general. The audience cheered the statement to the echo.

Not only Metchosin, but other districts, have expressed in a most emphatic way their disapproval of Mr. Pooley's lack of courtesy. Lady admirers from all over the constituency—many of them members of the Conservative Party in the past—but now refusing to be identified with a detractor of their sex—have sent to Mrs. Smith bouquets of flowers and boxes of berries from their own gardens, as well as chocolates and confections, all accompanied by little appreciative notes of encouragement.

BRITISH-U.S. YACHT RACE SERIES IS EVEN

Dundee, Scotland, July 14.—The British six-metre yacht team evened the score in the international races with the United States to-day by defeating the invaders in the second race 23 to 13. The regatta winner will be awarded the new British-American Cup.

AUSTRALIA TO RAISE LOAN IN BRITAIN

London, July 14.—Australia has again entered the London market as a borrower, this time seeking a \$35,000,000 loan which will be used for settling emigrants from Britain.

Four months ago Australia raised a loan of \$40,000,000 here.

LIBERAL WOMEN'S RALLY MONDAY

Mrs. Mary Ellen Smith will be one of the speakers at the big rally of women to be held in the Chamber of Commerce on Monday afternoon at 3 o'clock. The Liberal candidates for the Victoria constituency will also address the gathering, and Mrs. Arthur Dowell, gold medal soprano, will sing. The meeting is open to all women who are interested in the political issues of the day.

REGISTER GRATITUDE

"Nothing R. H. Pooley has said or can ever say," wrote one of them, "can ever make the slightest difference in our gratitude to you for what you have done for the women and children of British Columbia."

(Concluded on page 24)

Results to Show For Liberal Rule Candidates Prove

PLOT IN SPAIN CAUSES ARRESTS

French Reports Say Uprising Widespread; Madrid Paper Denies It Is Dangerous

Guchuary, France, July 14.—Border police officials say numerous arrests have been made throughout Spain to suppress what is termed a widespread plot against the Government. All sections of the frontier were under strict guard to-day. Passengers on international trains were being subjected to searching investigations.

Arrests were made in Madrid, Barcelona, Saragossa, Oviedo and Orense. A censorship is being applied to all the newspapers in Spain. None of them has been permitted to publish anything about the affair.

FEW DECLARED INVOLVED

Madrid, July 14.—La Nacion, official Madrid organ of the Government, says rumors that the plot against the Government has developed into a movement of really grave proportions are untrue.

The newspaper asserts the truth is that a group of professional revolutionists tried to foment an anti-Government movement, "seeking to justify their action by many things."

They took advantage of a few dozens of disillusioned persons, it is stated, and at the same time made use of the absence of King Alfonso in Great Britain.

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NEWS AND NOTES OF BOY SCOUTS

The most difficult test that a Boy Scout is required to pass to obtain the first-class badge is undoubtedly the journey or hike test. To get a proper impression of the test, a message is sent by the Chief Scout in the way of a test it is good to see where he got the idea from originally.

When in Africa among the Zulus Baden-Powell was much struck by their splendid physique, their vigour, courage and fine manly qualities. He found out that by way of training their boys to this end they used various tests of skill, manliness, etc., to prove the boy's worth to become fitting representative of the tribe. The final proof of a youth's ability to fill the duties and face the dangers of a warrior, was his ability to pass the following test, which required much knowledge of self care and skill. The candidate was painted all over with a white paint which took about two weeks to wear off, and was sent out into the woods alone to remain until every vestige of the paint had worn off. Meanwhile, he had to make his fire by friction, hunt weapons, and the various necessary articles for his living. During this whole period he was required to remain concealed and to hunt his own food and prepare it for eating, making the hides into clothing.

Having survived the period required for the white paint to wear off the boy could return to his tribe where he would receive a great welcome and be recognized as a qualified warrior, having shown his ability to come up to the standard required.

It was with this in view that the Chief Scout included the journey test in the first-class badge. It was meant as the final proof of a scout's ability to care for himself, carry his pack on his back for a day's journey, make himself at home for the night, find his way by the use of a map, cook his own food, notice the characteristics of the country, the climate, vegetation, animal or bird life, making written report of it all. He should be able to keep himself concealed from other people meanwhile being able to see what they are doing.

It can be seen from this that the first-class journey test is no child's play, it being in the first place a considerable physical test, to say nothing of the woodcraft required and the intellectual ability in the report making.

Every scout who considers trying this test should make sure that he practices it before, because, after all, there is not much value in doing the thing once, and a fellow cannot possibly make a good job of it without having acquired a good deal of skill in hiking, cooking, mapping and so on. Of course, a chap can squeeze through it in tenderfoot style, but he is really missing his aim, which is to be first class. Surely, it is a test worth doing really well and one which any scout may well be proud to have passed on the lines which the Chief Scout had in view.

CADETS CAMPED AT RODD HILL

There are 200 boys of Victoria and district schools in the cadet camp, in addition to a detachment of thirty cadets from North Vancouver and twenty cadets from the Seaford Highlanders, Vancouver, under canvas at Rodd Hill. A daily programme of physical training, organized games, drill, route marches and swimming is carried out. There is a fully equipped six-bed hospital under the charge of a representative of the Medical Corps.

The camp is under the charge of Captain J. M. Cumming, District Cadet Officer, Military District No. 11, who is being assisted by the following officers:

Capt. T. B. Wheadon, Capt. A. T. Hunkin, Lieut. H. W. Creelman, and J. McKenna.

Under the direction of the Rev. J. G. G. Bompas, divine service will be held at 10.30 on Sunday morning. Visitors to the camp are welcome at any time, with Sunday being specially set aside as visitors' day.

The camp can be reached from Esquimalt Harbor, where boats are for hire, or by motor car along the Island Highway to the Belmont Road (immediately east of the Colwood Hotel), the camp being one mile from the Belmont Road-Island Highway road junction.

Langford

The Misses Glenys Smedley and Patricia Cooney danced at Mrs. L. A. O'Neill's reception to Mrs. Mary Ellen Smith on Wednesday afternoon. At the Hatley Park fete the Misses Betty, Margaret and Glenys Smedley, Frances Wale, Georgina, Betty and Patricia Cooney were dancing pupils of Miss Florence Clough, taking part in a pretty display before 750 visitors, in aid of the Solarium funds.

Mrs. George Newbury and her two grandchildren, Ruth and Wilbur Pearce, from Dunford Avenue, are staying with G. Newbury on James Island.

Mrs. Muriel Pigott is spending the summer with her parents, Mr. and Mrs. Charles Pigott, and Highway.

Mr. and Mrs. Loty and their infant, from Seattle, are visiting Mr. and Mrs. Spence of Madonna Lodge, Leigh Point, Langford Lake.

Mrs. G. W. Whitworth and Miss Florence Whitworth, Moss Street, Victoria, are staying with G. W. Whitworth of Goldstream.

GOLFING PASTOR

Inglewood, Cal., July 14.—A golfing pastor who takes his recreation into the pulpit is Rev. Dr. Horace S. Cushing of the First Baptist Church here. Sunday finds him in the pulpit with his "plus fours" and other golfing requisites very much in evidence.

Women's Dresses, Suits and Sweaters

July Sale Offerings for Monday

Women's Kayser Silk Hose

Square-heeled Hose of service weight, silk to the garter hem, full-fashioned and well reinforced at all wearing parts. In patio, chateau, nude, cedar, naturelle, cane, chaire, hoggar, atmosphere, sonata, platinum, black and white. A pair **\$1.95**

Full-fashioned Hose with pointed heels, semi-service weight silk to the garter hem, well reinforced. In rose, taupe, cascade, platinum, sonata, Soudan, chalet, gunmetal, chateau, nude, patio, hoggar, dune, cane, chaire, atmosphere, naturelle, lotus, black and white. A pair **\$1.75**

Thread Silk Hose, semi-service weight, silk to the garter hem, full-fashioned, square heeled and well reinforced. In chaire, patio, naturelle, cane, hoggar, atmosphere, chalet, chateau, nude, lotus, dune, sonata, aluminum, platinum, gunmetal, black and white. A pair **\$1.50**

—Main Floor

Children's and Girls' Hosiery

Children's Silk and Lisle Half and Three-quarter Socks with self color turn-over tops, spliced heel and toe. Shades, champagne, peach, sand, sky, buttercup, pink, mauve, apple green, white, reseda and black, 49¢ and **59¢**

Girls' Silk and Lisle Hose, plain or fancy check designs, spliced heel and toe. Blush, bran, moonlight, champagne, grain, Piping Rock and peach **69¢**

Children's "A.B.C." Lisle Golf Hose with turn-over tops. Log cabin, pearl, champagne, sand, black and white. A pair **79¢**

—Lower Main Floor

Rayon Bobettes and Slips

Lace-trimmed Bobettes of good quality rayon in a range of lovely shades including pink, peach, Nile, orchid, blue, coral and white. A pair **\$1.59**

Rayon Slips with built-up shoulders. In orchid, pink and peach. Each **\$2.39**

Rayon Slips with lace trimming at top and bottom and shown in maize, Nile and coral. Each **\$2.69**

—Whitewear, First Floor



Girls' Blazers and Pleated Skirts

Girls' Flannel Blazers in navy blue and scarlet, single or double-breasted and trimmed with gold buttons; sizes 8 to 1 years. Value to \$6.75. On sale for **\$4.95**

Girls' Pleated Skirts of good quality cream spun silk, made on a white cotton bodice; sizes 6 to 10 years. Values to \$2.95. On sale for, each **\$2.50**

Girls' Silk Dresses

Values to \$10.75, for \$5.95 Each

Children's Colorful Frocks in many hues of lustrous crepe de Chine and a good assortment of styles; sizes 8 to 12 years. Each **\$5.95**

—Children's Wear, First Floor

Corselettes

\$1.25 and \$1.49 Each

Corselettes of rayon-striped cotton, lightly boned and made with elastic insets in the hips, side hook, tape shoulder straps and four hose supporters. Each **\$1.25**

Corselettes of rayon-striped cotton in an extra good quality, lightly boned down the back and across the abdomen with part elastic shoulder straps, elastic insets in the hips, side hook and four hose supporters. Each **\$1.49**

—Corsele, First Floor

Useful Bags for Summer

Bathing Suit Bags of rubberized fancy cretonne, with lightening "Zip" fasteners; shown in two sizes and assorted colors. Each, at **\$2.50**

"Zipper" Sponge Bags of rubberized fancy cretonne. Ideal for traveling. Each **\$1.00**

"Zipper" Top Shopping Bags of heavy quality corduroy. In red, blue, grey, green and in two sizes. Each, **\$1.95** and **\$2.75**

—Main Floor

Striped Blazer and Fancy Viyella Flannels and Tweeds

28-inch Fine Grade French Wool Flannels in colored stripes, 31-inch Viyella Flannels in neat checks and plaids; large variety. Regular, a yard, to \$1.75, for **98¢**

High-grade Flannels and Bordered Dress Goods, well assorted, exclusive designs; for smart dresses, skirts or light coats. Values to \$3.75 a yard, for **98¢**

54-inch Plain Flannels, firmly woven woolen fabrics, for Summer and early Fall wear; shades are navy, fawn, blues, brown, green and white. A yard **98¢**

54-inch Light Fancy Tweeds, English make, neat checks, plaids and fancy weaves. Light colors in greys, fawns and blues; for suits, skirts or coats. Regular, a yard, to \$4.75, for **\$2.89**

31-inch Scotch Tartans, four good plaids to choose from; dark blue and green colorings; including the Campbell and Forbes tartan. Regular, a yard, **\$1.35**, 3-yards for **\$1.00**

—Dress Goods, Main Floor



Plain and Printed Silk Dresses

Monday, Each **\$6.90**

Dainty Afternoon Dresses of flat crepe, plain or printed. They have long sleeves, convertible collars, pleated or gathered skirts, with girdles and vestees in contrasting colors. Cuffs and collars in neat effects. A selection of shades, including Saxe, periwinkle, powder and navy blue, rose, pink, scarlet, rose, beige, sand, fawn, black and black and white, each **\$6.90**

Spun Silk Dresses in Sport Style

\$5.90

Dresses of extra heavy spun silk, in white for tennis. Also in lemon, sea green, peach, salmon, pink and Copenhagen. Skirts are pleated, sleeves long and short sleeves, trimmed with belts and buttons; sizes 14 to 44 **\$5.90**

—Mantles, First Floor

Navy and Black Suits

For Women and Misses—July Sale Offerings Mondays

Suits of poret twill, tricotine and fine serge; hip-length coats with notch collars and trimmed with braid binding; double-breasted styles, lined with silk. Skirts are plain or in wrap-around styles. Values to \$35.00, for

\$15.90 and \$19.75

—Mantles, First Floor

Women's Handkerchiefs

Women's "Belter" Handkerchiefs of art silk interwoven with high-grade Egyptian cotton, which ensures durability and good-washing qualities. Shown in a wide range of fancy plaid designs. Price, 3 for **50¢**

Women's Pure Linen Handkerchiefs with hand-embroidered corners in attractive designs. Shown in all white or with colored embroidery. Price, 3 for **\$1.00**

Novelty Handkerchiefs of voile, crepe de Chine or fine lawn with scalloped borders and elaborate embroidered designs in an extensive range of colors. Each, 25¢

—Main Floor

Rayon Pyjamas

\$2.59 Each

Pyjamas of rayon in two-piece styles, in plain tailored styles or trimmed with lace. Shown in crabapple, maize, peach, champagne, Nile and orchid, each **\$2.59**

—Whitewear, First Floor

Shoulder Flowers

New Styles—**\$1.00 and \$1.25**

Shoulder Flowers, made of silk, crepe de Chine, chiffon and fine velvets—Adds a smart finish to the Summer dress.

—Main Floor

All-wool Steamer Rugs

Values to \$10.50, for **\$8.75**

Full-size, All-wool Canada Auto or Steamer Rug, size 60x90 inches, with fringed ends. Shown in a choice selection of fancy checks; made in Canada of the finest wool. Good value at \$10.50. On sale for, **\$8.75**

—Main Floor

Sale of Women's Sweaters Monday

Pullover or cardigan styles, plain shades, novelty mixed colors, floral or stripe effects; long sleeves and pocket at base, with or without sleeves. Values \$5.90, for **\$1.95**

Sweaters of all-wool or silk and wool, pullover and cardigan styles; a range of shades and sizes. Values to \$6.90, for **\$2.95**

Imported Sweaters of fine grade all-wool and silk and wool, with "V" neck or neat-fitting collars; all popular shades. Values to \$12.00, for **\$5.00**

—Sweaters, First Floor

Bargains in the Staples Dept.

"Wendy" Batistes and Dimities, printed in all the newest colors and designs. A special purchase enables us to offer them at, all one price, per yard **49¢**

Fine Quality Flannelette and Outing Flannel in smart stripes or plain colors. Mill ends ranging in length from 2 to 10 yards. A yard **29¢**

Floral Pillow Cases of a durable quality ticking. All ready for the feathers. Each **79¢**

Mill ends of Circular Pillow Cotton in widths of 40 and 42 inches. Values to 50¢ a yard, for **29¢**

Soft-finish Plaid Blankets with a heavy nap finish. In shades of lavender, blue, pink, green, fawn, peach and smart two-tone effects. Stitched singly and in two sizes—64x76 inches, each **\$1.59**

66x80 inches, each **\$1.95**

—Staples, Main Floor



Men's Oxfords

Reduced to **\$4.90 Pair**

Shoes, formerly sold at \$7.50 and \$8.00, are included in this large group. Many well-known makes and in a variety that offers a choice of practically all styles. Young men's wide-toe models in plain or novelty leathers. Tan or black calf conservative shoes. White buck Oxfords. All to sell at, a pair **\$4.90**

—Men's Shoes, Main Floor



A SALE OF

Tientsin Rugs

Commencing Monday

An opportune purchase of Fine Grade Tientsin Rugs, permits us to offer some very attractive values. The stock includes some very fine chemically-washed rugs and many of standard finish. Excellent grade, 90 per cent Tientsin rugs—

One only, 10.0x13.0, blue ground and grey border, **\$250.00**

One only, 9.0x13.0, colors of sand, blue and sand; a splendid rug, for **\$225.00**

One only, 8.0x12.0, colors sand and blue **\$185.00**

One only, 8.0x10.0, colors sand and blue **\$155.00**

One only, 6.0x9.0, colors green and blue **\$99.00**

One only, 3.0x6.0, colors taupe and mulberry **\$33.00**

Washed Tientsin Rugs with Beautiful Mercerized Finish

One only, 11.4x14.6, mulberry ground **\$365.00**

One only, 9.0x12.0, mulberry ground **\$245.00**

One only, 6.0x9.0, colors gold and blue **\$125.00**

One only, 3.0x6.0, colors gold and blue **\$42.00**

One only, 4.0x7.0, colors gold and blue **\$65.00**

—Carpets, Second Floor

Comfort for the Tennis and Golf Player

Combination Shirt and Drawers in one piece; practical for all kinds of sports wear, made of white broadcloth, and very neat fitting. Shirt-always keeps in position, and is cool and comfortable, a suit **\$3.50**



Men's Outing Shirts

White Broadcloth Shirts with collar and pocket; "Tooke" brand, **\$1.95** and **\$2.25**

White Duck Shirts, with collar and pocket, each **\$2.75**

Imported Basket-weave Outing Shirts, with collar and pocket, each, at **\$5.00**

Imported Cream-Wincey Flannel Outing Shirts with collar and pocket. Each **\$3.75**

White Tricotine Outing Shirts, with collar and pocket **\$4.50**

—Men's Furnishings, Main Floor

Suitcases, Bags and Trunks

Fibre Suitcases on a strong aerowood frame with metal corners; sizes 22 and 24 inches. Each **\$1.95**

Same Case with leather straps **\$2.75**

Brown Fibre Picnic Cases, 14 and 16 inches. Each, **\$1.15** and **\$1.35**

Black Club Bags, light weight, size 18 inches **\$1.95**

Club Bags of black walrus grain cowhide; five-piece style; 18 inches. Each **\$5.95**

Split Cowhide Club Bags, leather lined, large pocket, hand sewn, English frame; slightly shop soiled. Each **\$9.75**

Wardrobe Trunk, three-quarter size. Slightly shop soiled. Fitted with drawers, shoe box, laundry bag, ironing board, etc. Regular \$40.00, on sale for **\$33.00**

Box Trunk, large size, covered with metal; strong and light. Each **\$9.50**

—Main Floor

Drapery Silk

Regular \$5.00 a Yard, for \$2.50

A collection of fine quality Drapery Lengths; enough in each piece for two or three window lengths.

Exclusive Gunsha Sunfast Silk, in beautiful shades of blue and gold. Regular \$5.00 a yard, for **\$2.50**

50-inch Rayon Silk, shown in range of stripe design. Regular \$2.95 a yard, for **\$1.49**

50-inch Rayon Silk; very fine, in Empire design, in blue and gold. Regular, a yard, \$6.75, for **\$3.39**

—Draperies, Second Floor

Boys' All-wool Suits, \$2.95 Each

Boys' All-wool English Suits in two-piece style, with jersey and pants, in mixed or plain colors; also fine Cashmere Suits; sizes 2 to 5 years. Regular at \$3.75. On sale for, each **\$2.95**

—Children's Wear, First Floor

Sherbet Glasses in a grape design. Half dozen **\$2.00**

English Stainless Steel Table Knives, large or small. Special, half dozen **\$1.95**

Silver-plated Bread Trays. Each **\$1.98**

—Lower Main Floor

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Store Hours: 9 a.m. to 6 p.m.; Wednesday, 1 p.m.; Saturday, 9 a.m.

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Modern Fixtures Feature Suites In New Building

New Apartment Building on Rockland Avenue Contains Four Five-roomed Suites With Very Latest in Heating and Lighting Appliances; Each Suite Has Own Rear Door; Garage for Each Flat

Victoria's latest and most thoroughly modern apartment house, the Raeburn, on Rockland Avenue between Cook and Vancouver Streets, is now ready for occupancy, having been completed within the past few days.

Of a stucco exterior finish the new apartment house, containing four five-roomed suites, is a decided acquisition to the increasing number of fine residential buildings being erected in Victoria and the surrounding municipalities.

In a quiet, refined and delightful residential district, and yet within ten minutes' walk of principal churches and theatres and the downtown stores, the Raeburn is expected to be occupied very shortly. Grant and Hope, the agents, announcing that already numerous inquiries about the new building have been received. The building is right on the Poul Bay street car line and within three minutes' walk of the Oak Bay, Uplands and Mount Tolmie line.

as the living rooms and kitchens face west.

HARDWOOD FLOORS

All the floors, except the kitchen and bathroom, which are covered with linoleum, are laid out in hardwood, and the outside hallways and stairs are carpeted in a deep velour of a dark brown shade. Six large windows, two in the dining alcove and four in the living room will give ample light and fresh air to this much-frequented room of each suite.

GAS FIREPLACES

In each living room a gas fireplace has been installed in the grate. This may be removed by those who desire the more cheerful warmth of an open fireplace. Plenty of heat will be provided by the latest in oil furnaces, located in the basement. This will be looked after by a caretaker, who will also have charge of the hallways and stairs, the garden and the general surroundings.

ROOMY CUPBOARDS

Two large bedrooms with two windows each and both with good sized cupboards and handsome lighting fixtures open off a vestibule immediately inside the door from the public hall. In this vestibule is located a roomy linen cupboard. All walls in the building, except the bathroom and kitchen, which are done in a delicate shade of sea green, are as yet in their natural white of the first coat of kalsomine. They will be kalsomined in colors to suit the individual tastes of their occupants.

THE KITCHEN

The kitchen is indeed a cheerful apartment. With two large windows facing west, a modern gas range, a good sized sink and plenty of cupboard space the kitchens in each suite are much larger than is usually found in apartment buildings. Cooling cupboards, glass cupboards and several good-sized bins and a small folding table for cooking or for a hurried breakfast compose the installed conveniences in this room. A door opens off the kitchen on to a verandah with stairs down to the ground. In this way occupants of the suites may have

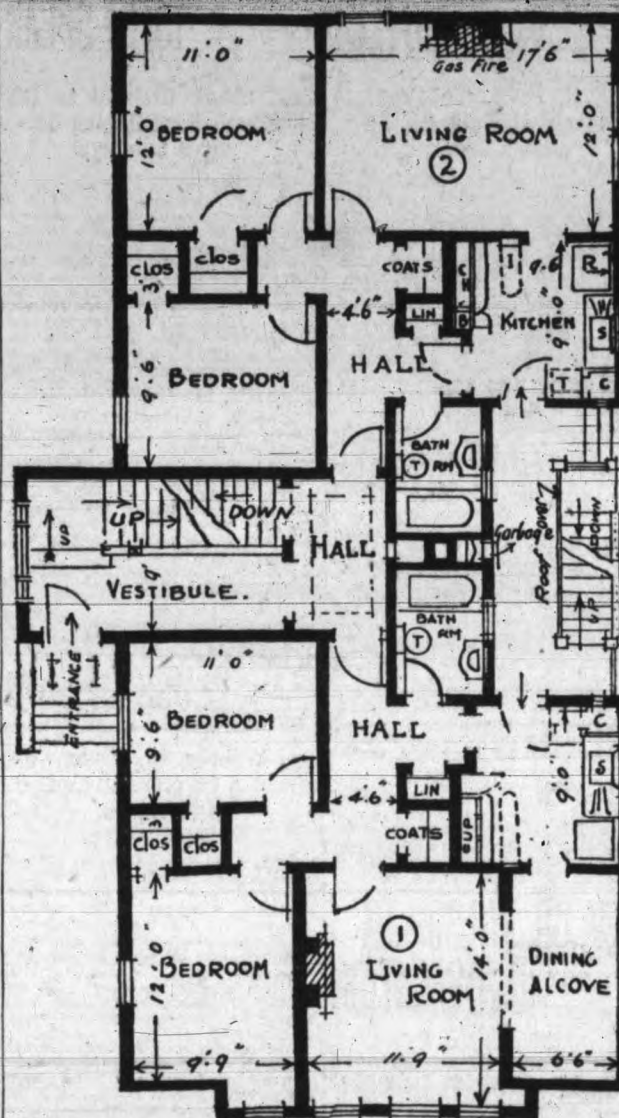
GARAGES FEATURE

A feature of the Raeburn is four roomy garages built at the rear of the apartment building, each with its own door and having good electric lighting. Another feature not usually found in apartment buildings is that each flat will have its own back door opening on to a spacious verandah. Entrance to the front of the suites will be gained by a home-like hallway opening off which are the various suites, two upstairs and two downstairs, each containing five rooms, two bedrooms, a living room, bathroom and kitchen. The two front suites have good-sized dining alcoves built off the living rooms.

ELECTRIC LIGHTING

The very latest in electric lighting has been installed in each flat with central ceiling fixtures and wall brackets which promise restful and pleasing light. Besides artificial light all the flats are so built that each will get several hours of sunshine each day.

Floor Plan of New Raeburn Shows Compact and Well Designed Rooms



The above floor plan of the new Raeburn Apartments on Rockland Avenue shows how the rooms in each of the four suites are laid out. The plan shows the two lower flats and the two above them are the same to the minutest detail. The individual back entrances are shown at the right and the main front entrance is on the left. How the walls of one suite are built away from the walls of another thus eliminating noise is also clearly defined in the above plan. The ample cupboard space and the roomy kitchens are also shown.

access to their own rooms without having to use the general hallway. On each verandah is installed a garbage chute which leads down to a modern incinerator in the basement. This means that absolutely no garbage, except that which will not burn, is left around the building.

SPECIAL FEATURE

An unusual feature of the whole building is that the walls of the different flats are not built together as is the case in most apartment buildings. In this way noise from other suites cannot be heard in any room of another flat.

Most of the Electrical Products Corporation to require an expenditure of \$10,000,000, calls for establishment of a system of gigantic beacon lights to guide aerial and motor travelers on their way between the British Columbia border and Los Angeles.

The beacons are to be 125 feet high and fifty miles apart, and designed for both aerial and motor travel. They will be illuminated by patented lights and will be built outside incorporated cities and towns.

SITES SELECTED

At the base of each tower, the announcement says, will be built a small hotel and service station of California-Spanish architecture. Sites for the proposed beacons already have been located, it is reported, and within four months it is expected thirty of them will have been completed and placed in operation.

From Los Angeles to San Francisco both the coast and valley routes are to be equipped with the lights, officials announce. From San Francisco north the lighting will follow the California Highway through Redding and Shasta to the Oregon State line, then through Oregon and Washington to the border of British Columbia.

It is understood the Electrical Products Corporation will finance the light towers and the Highway Communities Inc., a newly incorporated subsidiary of the Electrical concern, will build the service stations.

Some hotel company, not yet named, is expected to finance the hotel system.

GIANT BEACONS TO LIGHT ROADS

\$10,000,000 to Be Spent to Mark Highway From Los Angeles to B.C. Border

San Francisco, July 14.—A project for which a contract was signed yesterday between the Richfield Oil Company and the Electrical Products Corporation is expected to transform the chief north-and-south highway of the Pacific states into a "great white way." The project, which is said by W. E.



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FOR

Raeburn Apartments

If you are contemplating building we will be pleased to give you prices on any or all parts of the work.

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Have been installed in the Raeburn Apartments

B.C. Electric Gas Dept.



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ALL THE MILLWORK

ON THE

RAEBURN APARTMENTS

Was Carried Out by the

Drysdale Sash and Door Co. Ltd.

1033 to 1041 North Park Street

We are always pleased to estimate and help you with your building problems

PHONE 642

IN OUR CHURCHES

Weekly Sunday School Lesson

Conversion of a Pharisee



Text: Acts xxii, 6-12

And it came to pass that as I made my journey, and was come nigh unto Damascus about noon, suddenly there shone from heaven a great light round about me.

And I fell unto the ground, and heard a voice saying unto me, Saul, Saul, why persecutest thou me?

And I answered, Who art thou, Lord? And he said unto me, I am Jesus of Nazareth, whom thou persecutest.

And they that were with me saw indeed the light, and were afraid; but they heard not the voice of Him that spake to me.

And I said, What shall I do, Lord? And the Lord said unto me, Arise, and go into Damascus: and there it shall be told thee of all things which are appointed for thee to do.

And when I could not see for the glory of that light, being led by the hand of them that were with me, I came into Damascus.

And one Ananias, a devout man according to the law, having a good report of all the Jews which dwell there,

Came unto me, and stood, and said unto me, Brother Saul, receive thy sight. And the same hour I looked up upon him.

And he said, The God of our fathers hath chosen thee, that thou shouldest know His will, and see that just One, and shouldest hear the voice of His mouth.

For thou shalt be His witness unto all men, of what thou hast seen and heard.

And now, why tarriest thou? Arise, and be baptized, and wash away thy sins, calling on the name of the Lord.

The International Uniform Sunday School Lesson for July 15: The Conversion of a Pharisee—Acts xxii, 6-16.

By WILLIAM E. GILROY, D.D.

The conversion of Saul, thereafter to be known as Paul, reminds us that the transformation of life that comes through the power of Christ is not confined to gross and disreputable sinners.

Christianity has shown its power to lay hold of ruined and broken men whose condition the world would have called hopeless and to restore them to integrity and honor. But its triumphs have not been confined to the redemption of the fallen.

The process of conversion has been equally manifest and equally powerful in effecting changes of mental outlook and spiritual attitude. It has taken men of intense zeal and honesty whose fanaticism warped their judgment and their kindliness of heart, and it has brought such men into new relationships with their fellowmen through a new vision of God and truth.

HONESTY OF PURPOSE

Paul is the most conspicuous example of the conversion of the Pharisee. He exemplifies to the full the intense honesty of man whose purpose was to be right; yet he had wandered so far from the true way that he was guilty of participation in the murder of Stephen.

It would seem strange that a man with such passion to be conscientious could, none the less, go so far astray as a man who had manifested no conscience at all, and yet the whole history of spiritual experience is full of such instances.

Much of the trouble arises from the fact that the form of sincerity is allowed to count for more than its foundations, and zeal and intensity come to be highly regarded without reference to the direction in which they are tending.

We should never think of commending a man for his vigorous progress toward a certain goal if he were going in a direction opposite to the goal. We should say, in fact, that the more energy he displayed the further he was going from the right end. Yet in the world of religion we have too often thought of the end and the goal is secondary, and we have commended the form of zeal and aggression.

EFFECTING THE CHANGE

It is often harder to effect a change in the Pharisee than in the disreputable sinner. The man who is down and out knows that he needs help; he is ready to clutch at anything that may restore him to honor, truth, and self-respect. But the man who is sure that he is right can be put right only with great difficulty if he happens to be wrong. Unless such a change comes through some explosive and tremendous experience just as it did in the case of Paul.

The main facts concerning Paul's conversion are brought before us very definitely. The story is told three times in the book of Acts. There is the direct narrative in the ninth chapter of Acts, there is the story of the conversion as told in our lesson in Paul's appeal to the Jews in the Temple, and there is the story as told to Festus and King Agrippa in Acts 26.

What we lack is the background of the story in the psychological pro-

FALSE PROPHETS SERMON SUBJECT

Rev. H. P. S. Luttrell to Preach at Both St. Andrew's Services

At St. Andrew's Presbyterian Church on Sunday the minister, Rev. H. P. S. Luttrell, B.A., will officiate at both services. In the morning the theme will be "The Difficulty of the Strait Gate," and will show how the Master answered a question put to him by a speculative theologian, "Lord, are there few that be saved?" In the evening the subject will be "The False Prophets of the Broad Way."

NAVY CHAPLAIN TO BE SPEAKER

Rev. Capt. W. H. Lory Will Preach at St. John's Evening Service

There will be holy communion at St. John's Church at 8 a.m. Sunday. At the 11 o'clock service the sacrament of holy baptism will be administered and the Rev. F. A. P. Chadwick, rector of St. John's, will preach.

Rev. Capt. W. H. Lory, chaplain of the United States Navy, will be the preacher at the evening service. The annual outing of the St. John's Women's Auxiliary will take place on Tuesday, July 17, to the country home of Mr. and Mrs. Thomas Walker, Feltham Road, Gordon Head, whose generous hospitality the W. A. members have enjoyed for a number of years.

REV. DR. WILSON TO HAVE VACATION

Will Preach Final Sermons To-morrow Before Holidays

Rev. W. G. Wilson, D.D., will preach twice in First Church on Sunday. In the morning he will have for his subject "The Finality of Jesus," while in the evening his theme will be "The Woman Who Falls and What It Cost Her."

Next week Dr. Wilson will leave for his vacation. Announcement will be made on Sunday as to who will preach in his absence. Some strong men from outside the city will appear in First Church pulpit during the summer.

SIN IS SUBJECT OF TABERNACLE LECTURE

"The Sin That Will Never Be Forgotten in This World or the Next" will be the subject that Prof. C. T. Eversen will discuss this Sunday night at the Tabernacle. Pandora Avenue and Vancouver Streets.

"It seems that Christ put such a special emphasis upon this particular sin and pronounced a sentence of such dire consequences for those who do it that men have always been very anxious to learn about it," says Prof. Eversen, the Bible lecturer.

"Many that have attended church all their lives are still in doubt as to what the unpardonable sin is and deep down in their hearts wonder if they are really on the safe side of the question. It is not such a mystery as people are accustomed to think, but is as clear and as sensible as the rest of the teachings of Christ, as I shall bring out in the lecture Sunday night."

It is said that the Bible is the greatest drawing card in this world and the meetings at the tabernacle demonstrate that men are still anxious to hear the Bible expounded. After running for thirteen weeks, night after night, there are still hundreds listening to the Bible lecturer. And as the campaign is beginning to draw towards its close the interest is better than ever.

Sunday afternoon at 2:30 Prof. Eversen will speak on the subject, "The Angel of God's Presence: Have You Witnessed It?"

AMHERST MAN IS TO SPEAK

Rev. Frank Orchard to Officiate at First Baptist Services Sunday

The Rev. Frank Orchard of Amherst will be the preacher at both services on Sunday at the First Baptist Church. Mr. Orchard, who is a brother of the Rev. M. L. Orchard, D.D., general secretary of the Baptist Union, has been secured as the principal speaker at the Summer Assembly at Keat's Island, where many British Columbia Baptists are spending their vacation. Baptists from the Maritime Provinces will welcome this opportunity of hearing Mr. Orchard in this, his first visit to Victoria.

Following the morning service, classes will form in the department of religious education. His evening topic will be "Education—Diploma or Development?"

While the cool Summer Sunday evenings this past two Sundays have attracted against larger crowds, it was estimated that 3,000 and something over 2,000 respectively attended the outdoor services in Beacon Hill Park on the past two Sundays. A change to warmer weather this week promises more comfortable atmosphere.

The amplification arranged for by radio station C.P.C.T. has succeeded beyond expectations and the voice is easily heard in the park. The morning services are being broadcast by remote control from Temple Hill under the associated courtesy of the B.A. Paint Co., the B.C. Electric Railway, The Central Creameries Ltd., and The Victoria Daily Colonist, these firms covering the cost of amplification in Beacon Hill Park.

EVANGELIST TO CLOSE MISSION

Dr. Webber to Preach the Closing Sermons at Gospel Tabernacle

To-morrow's services at the Gospel Tabernacle of the Christian and Missionary Alliance will be characterized by closing messages by the visiting evangelist, Dr. E. F. Webber, who will out any financial stipulation has freely preached night by night for the past three weeks.

A love offering is being taken on Sunday to defray the expenses of Dr. Webber on their departure for other fields of work.

The subjects given are: "Ye Are My Witnesses" at the morning service; then in the afternoon at 3 the theme will be "The Second Coming of Jesus and What Things Will Happen After He Returns."

At the evening meeting Dr. Webber will give a message on "Life For a Look."

The atmosphere within and without last Sunday afternoon was perfect for the special dedication service held at the Gospel Tabernacle of the Christian and Missionary Alliance, situated at the west end of Yates Street.

With the pastor, Rev. Daniel Walker, in charge of the proceedings, there were also with him on the platform (the district superintendent of the Alliance, Rev. Dr. W. W. Newberry; Dr. Webber, the visiting evangelist, and also the Rev. Dr. W. G. Wilson, minister of the First United Church; Rev. Dr. Daly of the Presbyterian Church, and the Rev. James Hood of Belmont Avenue Church.

The main discourse was given by Dr. Newberry upon the subject, "What Is the Church?" Then in suitable words the building was dedicated to the service of God.

Rev. J. Hood and the Rev. Dr. Daly offered the opening and closing prayers, respectively.

Dr. Barton at New Thought Temple

On Sunday at the New Thought Temple, Dr. A. F. Barton will speak at both services. At 11 a.m. he will take for his theme "Union With God," and in the evening at 7:30 he will speak on "The Attainment of Happiness."

Dr. Barton will also speak on Wednesday at 8 p.m. when he will give another popular health lecture on "Our Ailments and Some Important Causes."

The Sunday services are designed to teach the practical philosophy of New Thought while the mid-week lectures teach the truth in relation to the physical needs of humanity. Dr. Barton is well versed in both of these philosophies and is considered one of the foremost orators in the International New Thought Alliance. The hundreds of people who attend his lectures prove the value of their practicality.

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SERVICE AT BEACON HILL

City Temple to Hold Open Air Service Sunday; Dr. Clem Davies Preaches

City Temple services, now continuing on Summer schedule, will be held at Temple Hill, North Park Street, at 11 a.m. on Sunday morning, and at Beacon Hill Park commencing at 7 p.m. in the evening.

Dr. Clem Davies has chosen for his morning theme "Law—On Our Statute Books or in Our Hearts?" His evening topic will be "Education—Diploma or Development?"

While the cool Summer Sunday evenings this past two Sundays have attracted against larger crowds, it was estimated that 3,000 and something over 2,000 respectively attended the outdoor services in Beacon Hill Park on the past two Sundays. A change to warmer weather this week promises more comfortable atmosphere.

The amplification arranged for by radio station C.P.C.T. has succeeded beyond expectations and the voice is easily heard in the park. The morning services are being broadcast by remote control from Temple Hill under the associated courtesy of the B.A. Paint Co., the B.C. Electric Railway, The Central Creameries Ltd., and The Victoria Daily Colonist, these firms covering the cost of amplification in Beacon Hill Park.

PEARL OF GREAT PRICE IS THEME

Rev. H. J. Armitage Will Preach on Bible Subject at Victoria West

Rev. H. J. Armitage, B.D., will preach on the subject, "The Pearl of Great Price," on Sunday morning in the Victoria West United Church. "Jesus teaches that no man can possibly lose his life if he wins the salvation of God. The great thing in life is to know how to fully appreciate the gift of God which is eternal life in Jesus Christ," says the pastor.

Rev. George Dean will occupy the pulpit of this church in the evening service at 7:30 o'clock, to which all the members and friends are cordially invited. Good music will be rendered at both services.

FIRST COMMUNION AT FAIRFIELD

Special Service Sunday Morning, With Rev. H. Nixon Preaching

The members of Fairfield United Church will meet with their new pastor in their first communion service Sunday morning at 11 o'clock. "Going Up to the Feast," is the subject for this important occasion, and the members of the congregation are hopefully looking forward to this special service.

Miss Doris Lythgoe, contralto soloist, and a mixed quartette, will furnish the music.

In the evening the pastor will preach "The Christ of Old Meeting the Needs of the New." An attempt will be made to show that Christianity is not effete and out-of-date, but rather the greatest force in the world, even if that fact is unacknowledged by many who are swayed by its influence. Mr. Rowley will be the soloist at the evening service.

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DEEP SEA, COASTWISE SHIPPING, AND RAILROAD NEWS

RUTH WILL TAKE BIG LIST SOUTH

Number of Victorians Will Sail To-morrow Morning For Holiday in California

With all her cabins completely filled the Pacific Steamship Company's coastwise liner Ruth Alexander will sail from the Rithet piers to San Francisco, Los Angeles and San Diego.

Included in her passenger list are a number of Victorians going to spend holidays in the South and numbers of people from Eastern Canada and the United States, who have been spending the past few days in this city. The Ruth will leave Seattle at midnight this evening, arriving here at 7 o'clock to-morrow morning and sailing again at 9 o'clock for the California ports.

Pacific Steamship Company's vessel sailing from this port as well as the M. F. Alexander from Seattle have practically all their stateroom accommodation sold out for the rest of the summer, and space on them is at a premium.

Among the passengers who will embark on the vessel at this port are Mrs. E. E. Code, Miss Constance Code, Miss

LARGE LUMBER VESSELS LOAD CARGOES TO-DAY

To load lumber for Japan and the United Kingdom two big lumber carriers will be at Victoria docks to-day. At Ogden Point the Nippon Yusen Kaisha vessel Toyama Maru docked early this morning to load 1,000,000 feet of lumber for Japan as well as two carloads of automobiles and other general merchandise. At Rithet's docks the Cragness was loading 700,000 feet of lumber for the United Kingdom.

Dorothy Hartley, Miss A. L. Johnston, Thomas Buckley and Mrs. Buckley, Frank Ewart, William Ewart, Miss Alice Bell, Oscar Ewart, Miss M. Michell, Mrs. M. Hubbell, W. H. Hill and Mrs. Hill, Charles R. Russell and Mrs. Russell, Clarence A. Shuey and Mrs. Shuey and son, J. A. Schreyer and Mrs. Schreyer, Miss Eleanor Hurley, Miss Ethel Gray, Mrs. N. Austin and Mrs. Austin, Miss Irene Havers, Miss Dorothy Ellis, Dr. E. G. Smith, Donald D. Lum, C. A. Teran, Miss Grace Allan, Miss Doris Pedder, Andrew Thompson and Mrs. Thompson, Miss D. C. Caldwell, Miss Elise M. Hill, Miss Florence D. Myers, Miss V. Dunnett, as well as a number of Vancouver people, who will arrive in the city this afternoon, and early to-morrow morning to join the Ruth at this port.

Noble Disaster Is To Be Investigated

Oso, Norway, July 14.—A plea against hasty judgement as to the responsibility for the disaster to the Italia, polestar expedition was voiced by J. L. Nowinkel, Premier of Norway, in an interview with the newspaper Dagbladet.

"The whole world is anxiously awaiting an explanation of the Italia drama," said the Premier, "but no hasty judgement must be formed. While General Noble's narrative of the flight and the wreck of the dirigible is a somewhat obscure, nobody should attack a man suffering under such misfortunes."

Mr. Nowinkel added that the Noble expedition undoubtedly would be made the subject of thorough investigations by several sources. He expressed the greatest admiration for the valor of the men engaged in the rescue attempt.

POLICY WILL BRING WEALTH TO PROVINCE

(Continued from page 1)

CAMPBELL IMPORTANT
Dr. MacLean opened his address by referring to the present campaign, which he described as interesting to an unusual degree. There had been some intemperate language used by Conservatives. The debt had been rising continuously until he had heard from them, but on the whole it had left little bitterness in his trail.

In congratulating his party on the character of its candidates, he referred to the stand taken in seeking support for the women of the Province, who comprise more than fifty per cent of the electorate. He compared it with the attitude of the Conservatives, who had refused to acknowledge the intelligence of the female vote to the extent of nominating even one woman.

DENIES SLURS
Commenting on a report of an address by Hon. S. F. Tolmie, Conservative leader, in which he was accused of sneering at Conservative candidates in the north, the Premier explained he had met only one of the Conservative candidates on his trip and of that one he knew nothing of his education, his talents, or his character. He said that he had been the outstanding figure in the public life of the Province during the last twenty-five years and answered for himself, the late Hon. John Oliver.

Answering criticism from the Conservative platform regarding British Columbia's meat importations, Dr. MacLean pointed to the increase in production in that line in ten years from \$7,000,000 to \$20,000,000 worth, indicating considerable progress in that field.

MUST LOOK FORWARD
"British Columbia's record of credit is unsurpassed and its progress in social legislation is the envy of other provinces," the Premier said, "while in a new country, it does not do to stand still. The citizens must be forward-looking if they are going to leave the Province better than it is at present."

Referring to a few of the factors that must be taken into consideration in planning for the future of the Province, the Premier said the geographical position and advantages of harbors open all year must be looked upon. The F.R.E. was one of the important activities over which the Province had complete jurisdiction, and he could report prospects of the ultimate solution of that problem were growing brighter every day.

While admitting the ability of Vancouver's Liberal candidates, the Premier said there was no business but could afford a boost. British Columbia had now and was going to keep the same one for many years. He wished just to warn them of that fact early in the game, he remarked.

MAINTAINING CREDIT
Among the ideals every government must keep before it is retention and maintenance of its credit, which should be the watchword of the financial department, he said.

"When we reduce taxes in British Columbia," Dr. MacLean said, "we do not wait until the year of an election to do it. We have been doing it for the last five years, and I think we have not said very nice things when they talk about it. But I do not mind these little things from little men."

An essential in attracting investment is fair treatment of labor, he said. Industrial peace had been established in British Columbia by means of moderate legislation for the benefit of the industrial classes, he added.

URGES RESEARCH
Research with a view to eliminating waste of byproducts and home-manufacture of raw material must be instituted, he declared. Reference was made also to enormous timber wealth and power resources and the necessity of developing and conserving them for the benefit of future generations.

"I have spent twelve years in public service for British Columbia, the best service of which I have been capable," concluded the Premier. "Whatever talents and energy I have possessed I have spared none in trying to make this country a better place in which to live. I have taken no narrow view, but tried to carry out my responsibilities to build up a part of a nation on this western coast that would be an example to the rest of Canada and always remain within the confines of the British Empire. These are the ideals I have held in mind for twelve years, and which I will continue to hold as long as I can do anything for the Province."

INQUEST AT KAMLOOPS

Kamloops, B.C., July 14.—That Louis John Rutherford, the inspector for the Canadian National Railways, was alive while lying on the track until run over by a freight train Thursday evening was indicated by evidence heard before the coroner's jury here yesterday afternoon. Rutherford, aged fifty-three, was seen lying across the track near Canoe River by both the engineer and the fireman of the train, about 200 feet away on a curve. The emergency brakes were applied, but the engine and tender and truck went over him before a stop could be made, causing instant death.

MADISON WILL SAIL WITH BIG PASSENGER LIST

With more than 200 passengers in all classes the American Mail liner President Madison will sail from Victoria this evening about 6:30 o'clock for China, Japan and the Philippines. The Madison left Seattle at noon today and arrived at the Rithet piers at 4:30 o'clock. Among the passengers who will board the liner at this port are Mrs. Margaret Briggs, H. W. Becking and Mrs. Becking and their five children, John, Donald, Hugh, Muriel and Mary. Mr. and Mrs. Becking are missionaries in the interior of China and are returning to the Orient after furlough spent in North America. Other passengers boarding the vessel here will be Mrs. Y. Shuzuki, Miss Nettie Shuzuki and Mr. Arthur Shuzuki.

The President Jackson of the same line will dock from Oriental and Philippine ports early Monday morning with a good cargo and a capacity passenger list.

LOGGER TAKES HIS OWN LIFE

(Special to The Times)
Cumberland, July 14.—In a bunkhouse at Camp 2, Blodgett Logging Co., near Rajala, a Finn, about forty years of age, cut his own throat and died almost immediately.

According to the statements of John Bera and Robert E. Brook, eye witnesses, Rajala was sitting on his bed about 9 o'clock, when they saw that he had slashed his throat with a razor. He rushed outside before they could prevent him, and slashed his throat and wrists again, the second wound almost severing his head. Rajala was committed to Kamloops Jail, 1925 for a similar attempt on his life.

SPOKEN BY WIRELESS

July 13, 8 p.m.—Shipping:
MOGUL, Anjou to Tacoma, 64 miles from Tacoma.
ROCKWELL, San Francisco to Victoria, 290 miles from San Francisco.
PRESIDENT JACKSON, Yokohama to Victoria, 792 miles from Victoria.

July 14, 12 noon—Weather:
Esteran — Clear; northwest, light; 30.00; 50; sea choppy.
Pachena—Part cloudy; east, light; 30.15; 58; sea light swell.
Prince Rupert—Overcast; calm; 30.30; 55; sea smooth.

Ideal Occupation
"Is your son in business?"
"He's a contractor."
"What line?"
"Debris."—Northern Daily Telegraph.

AUTO FERRY ROUTES

EDMONDS-VICTORIA
Ferry steamer City of Victoria leaves Victoria at 1 p.m. and 1 a.m. daily for Edmonds; arrives noon and 10 p.m. daily from Edmonds.

MILL BAY FERRY
Leaves Brentwood daily at 7:30 a.m., 11:15 a.m., 1:30 p.m., 2:15 p.m., 3:00 p.m. and 7:00 p.m.
Leaves Mill Bay daily at 8:30 a.m., 10:30 a.m., 12 noon, 2 p.m., 4 p.m. and 7:45 p.m.

VANCOUVER-NANAIMO SERVICE
Princess Elaine leaves Nanaimo daily, including Sunday, at 7 a.m. and 2:15 p.m.
Motor Princess leaves Vancouver daily, including Sunday, at 10:30 a.m. and 5:45 p.m.

Auto ferries City of Belinham and City of Anacortes leave Sidney, B.C., daily 1:30 p.m. and 4:30 p.m. The 1:30 p.m. ferry will call at Roche Harbor, Orcas and Lopez Is. On the 4:30 p.m. trip the ferry will call at San Juan Island.

Leave Anacortes for Sidney, B.C., daily 9:45 a.m. and 7:30 p.m. On the 9:45 a.m. trip the ferry will call at Lopez Is. and San Juan Harbor. The 7:30 p.m. is a through trip to the steps.

SIDNEY-BELLINGHAM
Leave Sidney, B.C., for Bellingham daily 8:30 a.m., calling at Orcas (San Juan Island).

Leave Bellingham for Sidney, B.C., daily 12:45 p.m. (noon), calling at Orcas (San Juan Island).

VICTORIA-PORT ANGELES
Ferry Olympic leaves Victoria daily, including Sunday, at 11:45 a.m. and 6 p.m.
Ferry Olympic leaves Port Angeles daily, including Sunday, at 11:45 a.m. and 6 p.m.

SUNRISE AND SUNSET

Time of sunrise and sunset (Pacific standard time) at Victoria, B.C., for the month of July, 1928:

Day Sunrise Sunset
14 4:27 8:11
15 4:26 8:10
16 4:25 8:09
17 4:24 8:08
18 4:23 8:07
19 4:22 8:06
20 4:21 8:05
21 4:20 8:04
22 4:19 8:03
23 4:18 8:02
24 4:17 8:01
25 4:16 8:00
26 4:15 7:59
27 4:14 7:58
28 4:13 7:57
29 4:12 7:56
30 4:11 7:55
31 4:10 7:54

MOONRISE AND MOONSET

Time of moonrise and moonset (Pacific standard time) at Victoria, B.C., for the month of July, 1928:

Date Moonrise Moonset
14 10:45 1:15 a.m.
15 10:35 1:25 a.m.
16 10:25 1:35 a.m.
17 10:15 1:45 a.m.
18 10:05 1:55 a.m.
19 9:55 2:05 a.m.
20 9:45 2:15 a.m.
21 9:35 2:25 a.m.
22 9:25 2:35 a.m.
23 9:15 2:45 a.m.
24 9:05 2:55 a.m.
25 8:55 3:05 a.m.
26 8:45 3:15 a.m.
27 8:35 3:25 a.m.
28 8:25 3:35 a.m.
29 8:15 3:45 a.m.
30 8:05 3:55 a.m.
31 7:55 4:05 a.m.

TRIAL RUN OF SALVAGE SHIP

Vancouver Built Vessel Described as Efficient and Compact

The latest acquisition to the already fine fleet of salvage ships on the Pacific Coast, the Hecla No. 2, made a trial run on Thursday in Vancouver in which she demonstrated her speed, qualifications and fire-fighting ability. The Hecla No. 2 is described as the most efficient and compact salvage craft of her size on the Pacific Coast.

The vessel, built by Vancouver Drydock and Salvage Co., at their North Vancouver yards for use on this coast, is sixty feet long and sixteen feet beam. She has a speed of sixteen knots. She has a strongly planked hull on steel with a steel deck covered by wooden decking fitted with five watertight steel bulkheads she is practically unsinkable, and has power enough to handle any weather or currents on the coast.

Her fire-fighting equipment includes a monitor fitted forward. On Thursday she threw a standard stream at 125 pounds pressure a distance of over 150 feet.

The Hecla No. 2 can be operated from the pilot house. Her skipper is chief engineer as well. Forward she has quarters for six men and the master. Amidships there is a radio room and a cabin, a stowage room, a mess room and quarters for officials.

On her trial run she was under the command of Captain Vic. Jacobson. Among those on board were E. F. Cribb, managing director of the Vancouver Drydock and Salvage Co.; William Sykes and W. Beveridge of Dale and Company; William Billings of the San Francisco Board of Marine Underwriters.

VESSEL MOVEMENTS

Seattle, July 13.—Arrived: Arizona, Caddopeck, Mauna, Ala. Tolken, Tacoma; Ruth Alexander, Robin Goodfellow, San Francisco; Willboro, Portland; Sailed: Ruth Alexander, F. J. Luckenbach, New York; J. J. Nettleton, San Francisco; Pacific Pine, New York; U.S.S. Maryland, U.S.S. Tennessee, U.S.S. West Virginia, U.S.S. Colorado, Bremerton; Moordyk, Seattle; Sailed: Caddopeck, San Francisco; Moobie City, New York; Tolken, Melbourne; Mauna, Ala. Arizona Maru, Seattle; King Arthur, Everett; Jane Nettleton, San Francisco.

ARRIVED
Shanghai, July 13.—President Grant, San Francisco.
Tampa, Fla., July 13.—Point Star, San Francisco.
Yokohama, July 11.—Bessmer City, San Pedro; Talthym, San Francisco.
Shanghai, July 12.—Silver Larch, San Francisco.

Boston, July 13.—Cities Service Petro, San Pedro.
Stockholm, July 9.—Canada, San Francisco.
Naples, July 10.—Rialto, San Francisco.

Manchester, July 12.—Pacific Enterprise, Vancouver.
Rottterdam, July 12.—Kinderdijk, Vancouver.

New York, July 13.—China Arrow, San Pedro.
SAILED
Baltimore, July 13.—Willolo, Seattle.
Sydney, July 12.—Madara, 564 Francisco.

Boston, July 13.—San Francisco Maru, Vancouver.
Panama Canal, July 12.—Passed: Laperla, Limon; Peter Kerr, Baltimore; Almeida, W. L. Stead, San Pedro; Oil Trader, San Francisco; San Francisco, Seattle.

C.N.S. MOVEMENTS

Canadian Importer, arrived Victoria and Vancouver July 11.
Canadian Miller, arrived Charlotte-town July 9; due back in Victoria, September 1.

Canadian Selgner, left Quebec for Victoria and Vancouver, July 6; due Victoria August 8.

Canadian Whinn, sailed from Union Bay for Montreal, July 6; due back in Victoria October 4.

Canadian Coaster, left Victoria for San Pedro, July 6; due back July 18.

Canadian Farmer, left Vancouver for Prince Rupert, July 9.

Canadian Observer, left Ocean Falls for San Pedro, July 8; due back July 26.

Canadian Rover, left San Francisco for Victoria, July 7; due Victoria July 12.

TIDE TABLE

(Time H. Time H. Time H. Time H.)
Date H. M. F. M. H. M. F. M. H. M. F. M.
14 7:48 0.3 23:20 0.8
15 7:48 0.3 23:20 0.8
16 7:48 0.3 23:20 0.8
17 7:48 0.3 23:20 0.8
18 7:48 0.3 23:20 0.8
19 7:48 0.3 23:20 0.8
20 7:48 0.3 23:20 0.8
21 7:48 0.3 23:20 0.8
22 7:48 0.3 23:20 0.8
23 7:48 0.3 23:20 0.8
24 7:48 0.3 23:20 0.8
25 7:48 0.3 23:20 0.8
26 7:48 0.3 23:20 0.8
27 7:48 0.3 23:20 0.8
28 7:48 0.3 23:20 0.8
29 7:48 0.3 23:20 0.8
30 7:48 0.3 23:20 0.8
31 7:48 0.3 23:20 0.8

The time of Pacific standard time for the 120th Meridian west, it is counted from 0 to 24 hours from midnight to midnight. The figures for height of high water are taken from the height of high water at above given.

To find the depth of water on the sill of the Beaufort drydock at any tide, add 16.5 feet to the height of high water at above given.

To find the depth of water on the sill of the Beaufort drydock add 30 feet to the height of high water at above given.

The Meteorological Observatory, Gonzales Heights, Victoria, B.C.

MALOLO WILL COME HERE IN OCTOBER

Giant Liner Will Take Special Cruise to Honolulu Via Victoria

The Matson Navigation Company's new liner Malolo, used in the San Francisco Honolulu service, will visit these waters some time in October, it was announced from the San Francisco headquarters of the company to-day. The call will be on a special cruise late that month from Southern California ports and call in at Portland, Victoria, Seattle and Tacoma en route to the Hawaiian Islands.

The Malolo was finished early this year and is at present one of the finest liners used on the Pacific Ocean. Her staterooms and public rooms are among the best and most beautiful of any liners being used on the seven seas to-day. She makes the run from San Francisco to Honolulu in four days.

San Francisco, July 14.—The round-the-world liner President Harrison, which yesterday arrived from Honolulu, the Orient and Europe, is expected to call at Victoria, Seattle and Tacoma en route to the Hawaiian Islands.

COASTWISE MOVEMENTS

For Vancouver
C.P.R. steamer leaves daily at 1:45 p.m.
C.P.R. steamer leaves daily at 11:45 p.m.
C.P.R. steamer leaves daily at 7 a.m.
C.P.R. steamer leaves daily at 2:30 p.m.

For Seattle
C.P.R. steamer leaves daily at 10:15 a.m., including Sunday.
C.P.R. steamer leaves daily at 4:30 p.m.
C.P.R. steamer leaves daily at 12:45 a.m.
C.P.R. steamer leaves daily at 8:30 a.m., including Sunday.

West Coast Route
R.C. Coast Service: From Victoria at 11 o'clock, Princess Mary, sailing at points as far as Port Alice. Sailing on first, eighth and twenty-first of each month.

Canadian National: On Wednesday and Saturday at 8 p.m. from Vancouver for Prince Rupert, Stewart, B.C., and Hyder, Alaska.

Union Steamships: Every Friday from Vancouver at 9 p.m. for Prince Rupert, Anson, Stewart, etc.

Queen Charlotte Islands Route
Canadian National: Weekly service from Vancouver.
Vancouver-Skagway
St. Prince Rupert and Prince George every Monday evening at 8 o'clock from Vancouver; every Saturday evening at 7 o'clock from Skagway.

TRANSPACIFIC MAILS

China and Japan
July, 1928
Yokohama Maru (Japan only)—Mails close July 2, 4 p.m.; due at Yokohama July 18.

Empress of Canada—Mails close July 12, 5 p.m.; due at Yokohama July 23, Shanghai July 27, Hongkong July 30.

President Madison—Mails close July 14, 4 p.m.; due at Yokohama July 27, Shanghai July 31, Hongkong Aug. 3.

Tenzer (mails for Hongkong only)—Mails close July 17, 1 p.m.; due at Hongkong Aug. 14.

Arizona Maru (mails for Japan and Shanghai only)—Mails close July 17, 4 p.m.; due at Yokohama Aug. 1, Shanghai Aug. 11.

Paris Maru (Japan only)—Mails close July 22, 11 p.m.; due at Yokohama Aug. 7.

President Jackson—Mails close July 28, 4 p.m.; due at Yokohama Aug. 10, Shanghai Aug. 14, Hongkong Aug. 17.

Australia and New Zealand
"Sierra (Phil and Australia)—Mails close July 2, 4 p.m.; due at Sydney July 2.

"Taiki—Mails close July 8, 4 p.m.; due at Wellington July 30, Sydney Aug. 4.

"Nagara—Mails close July 25, 6 p.m.; due at Auckland Aug. 13, Sydney Aug. 18.

"Via San Francisco.
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Stockholm, July 9.—Canada, San Francisco.
Naples, July 10.—Rialto, San Francisco.

Manchester, July 12.—Pacific Enterprise, Vancouver.
Rottterdam, July 12.—Kinderdijk, Vancouver.

New York, July 13.—China Arrow, San Pedro.
SAILED
Baltimore, July 13.—Willolo, Seattle.
Sydney, July 12.—Madara, 564 Francisco.

Boston, July 13.—San Francisco Maru, Vancouver.
Panama Canal, July 12.—Passed: Laperla, Limon; Peter Kerr, Baltimore; Almeida, W. L. Stead, San Pedro; Oil Trader, San Francisco; San Francisco, Seattle.

CANADIAN PACIFIC RAILWAY EXCURSION

To VANCOUVER JULY 19

Ss. Princess Patricia
Leave Victoria 8:30 a.m.; 1:30 p.m.; 6:15 p.m.
Leave Vancouver 5:30 p.m.

Adult Fare\$2.55
Children\$1.30

The time of Pacific standard time for the 120th Meridian west, it is counted from 0 to 24 hours from midnight to midnight. The figures for height of high water are taken from the height of high water at above given.

To find the depth of water on the sill of the Beaufort drydock at any tide, add 16.5 feet to the height of high water at above given.

To find the depth of water on the sill of the Beaufort drydock add 30 feet to the height of high water at above given.

The Meteorological Observatory, Gonzales Heights, Victoria, B.C.

Record Passenger Traffic Movement Throughout Canada

Toronto, July 13.—A record passenger traffic movement throughout the Dominion is reported by C. B. Foster, Montreal, passenger traffic manager for the Canadian Pacific Railway. "Owing to the late summer the tourist traffic was slow in starting, but the present movement to the Pacific Coast has far exceeded our anticipations," said Mr. Foster.

"It is the same, too, on the Atlantic where the third tourist movement has been responsible for more people traveling than ever before. Trains to the West from Toronto are filled to capacity which goes to prove that the country generally is on a very prosperous footing indeed."

Mr. Foster has been attending the combined convention of the Canadian Passenger Association and the Canadian Commercial Travelers' Association.

Effective June 27, 1928, the Princess Maquinna will leave for Esperanza Inlet and way ports at 11 p.m. every Wednesday.

Effective June 30, 1928, the Princess Mary will leave for Port Alice and way ports at 11 p.m. every Saturday.

TRIANGLE TOUR OF BRITISH COLUMBIA

Visit Jasper National Park and Prince Rupert. Combined rail and steamship vacation tour (side trip to Anxox and Stewart may be included). Stop at Jasper Park Lodge, golf, tennis, boating, swimming, mountain climbing, hiking, dancing, radio and motion pictures. A wonderful opportunity to become acquainted with your own province.

Full particulars at Canadian National ticket office, 911 Government Street, telephone 1242.

CANADIAN PACIFIC Transcontinental De Luxe Service Five Trains Daily

To Montreal and Toronto
"Transcanada Limited" at 6:30 p.m. and "The Imperial" at 9 p.m. daily.
"Toronto Express" 9 a.m.

To Chicago via Minneapolis and St. Paul
"The Mountaineer," new all sleeping car train, at 7 p.m. daily.
Effective July 2, the "800 Pacific Express," 8 p.m. daily.

Low round trip Summer excursion tickets.
Visit famous resorts at Banff and Lake Louise.

Union Steamships Ltd.

Alert Bay, Port Hardy, Prince Rupert, George Mcgregor, Gsa. Agent 612 Humboldt St., Belmont Station, Telephone 1253

AUSTRALIA NEW ZEALAND Via Honolulu and Suva

The new and well-appointed passenger liners sail from Vancouver, B.C., and Victoria, B.C.
"Nagara" (20,000 tons), July 25 Sept. 17
"Austral" (22,000 tons), Aug. 22 Oct. 17
For fares, etc., apply to all Railway Steamship Agents, or to the Canadian Pacific Railway, Ltd., 911 Government St., Victoria, B.C.

EXCURSION TICKETS NOW ON SALE

INQUIRE OF ANY AGENT

The MOUNTAINEER

NEW ALL SLEEPING CAR TRAIN VANCOUVER TO CHICAGO

Leaves Vancouver 7:00 p.m. Daily Arrives Chicago 9:15 p.m. third day

Plan your trip through over 600 miles of Nature's Mountainous Wonders! Visit Lake Louise and Banff en route

Open-top Observation Car Literature on request

Art of Cooking To Be Taught By Well-Known Authority

Mrs. Gray Will Conduct Free Cooking Classes Under Auspices of Hudson's Bay Company All Next Week

**DOMESTIC SCIENCE EXPERT
WILL USE INTERESTING NEW
MODEL OF BEACH GAS RANGE**

Whole-meal Cookery, Baking, Broiling, Proper Preparation of Foods, Value of Oven Heat Control and Special Recipes to Be Discussed and Demonstrated.

A COOKING demonstration and course of lectures of unusual interest, opens Tuesday next on the Lower Main Floor of the Hudson's Bay Company Store, when Mrs. Florence Gray, internationally-known cooking expert, will conduct one of her free schools in home cooking. Mrs. Gray has lectured and demonstrated with conspicuous success in various Canadian cities and throughout the Eastern and Midwest States. She has been for some time a special representative of the makers of the famous Robert-Shaw AutomaticCook, a device for controlling the oven heat, now being used on gas ranges in this city. The unique new Beach range, the "LADY BETTY," will be introduced to the Victoria public for the first time by Mrs. Gray on Tuesday next, July 17.

Mrs. Gray not only shows the actual preparation of foods and the best methods of cooking during the two hours of her lecture, but she also is ready to answer any questions put to her regarding home-cooking problems and menu-planning, and she has brought with her for distribution a selection of special recipes which she has personally tested and approved.

Controlled Oven Heat

As an expert in the use of controlled oven heat, Mrs. Gray will have much to say of the value of such control and of the ways in which the housewife can set herself free from kitchen duties and at the same time have appetizing, well-cooked meals prepared sharp on time. The advantages of assured results by means of controlled heat, instead of the guesswork of old methods, will also be demonstrated.

Whole-meal oven cookery will be one

of the features of Mrs. Gray's talks, and she will discuss the best combinations of foods for the purpose, and show the ways in which the various dishes should be prepared and placed in the oven, explaining the correct oven temperatures for such cooking. Meats, soups, vegetables, pies, cakes, desserts and other foods will also be discussed and cooked separately.

Cooking Problems Solved

Among other things of special in-

terest in Mrs. Gray's talks, is her explanation of many common cooking troubles which can be easily avoided once their cause is understood. She tells why cakes stick to pans, fall, burst or crack in cooking, and shows how these things can be prevented. She explains why pies sometimes do not cook well on the bottom, why juices overflow, why biscuits are heavy instead of being light and fluffy, and she is ready to answer any questions which her audience wishes to put to



MRS. FLORENCE GRAY

her regarding additional problems of the home cook.

Various ways of preventing waste in the preparation and cooking of foods will be taken up during the course of lectures, and methods of saving time and labor in kitchen duties will also be discussed.

Mrs. Gray's lectures are so arranged that they form a complete series, each supplying new information and offering a new demonstration, so that many

persons in the various cities she visits will find the "whole life" days of her schools. Each lecture is, however, a complete unit, and those unable to attend during the whole week will find the individual lecture-demonstrations both instructive and exceedingly interesting. At the close of certain lectures, Mrs. Gray will distribute selected recipes, prepared under her supervision, for time and temperature cooking.

The cooking school will be held each afternoon from Tuesday to Saturday next, from 2.30 till shortly after 5 p.m.

Development of the Gas Range

There has been a remarkable development of the gas range during the last few years. Commercially it has been a factor in our lives for over sixty years.

Victoria saw its first gas range about 1880, but whether the article was imported from England or the United States is not recorded.

Many are the improvements and innovations since then. Enamelled parts, the lighter, the elevated oven, all are recent introductions.

Automatic Oven Heat Control

Then came the crowning achievement—the automatic oven heat control. This little device, so simple and yet so effective, revolutionized cookery. From a rule of thumb process, success in which came only after years of experience, cookery changed at once into a science, instead of "cook in a hot oven until done," recipes commenced to include instructions like this: "Cook at 375 degrees for thirty minutes."

It became known that anyone using the proper ingredients and following the few simple instructions could, with an automatically controlled oven turn out perfect cooking, and—what is more wonderful when we remember the old time failure, even with trusted recipes, repeat the success again and

again. Now all the recipes in magazines and newspaper articles and advertisements are adapted for time and temperature cooking.

The cooking of whole meals simultaneously is another development made possible by the automatic oven heat control, and possibly no other feature in modern cookery has contributed more to the leisure of woman-kind. Not so long ago, the preparation of a hot meal meant constant attendance in the kitchen for three, yes, even four anxious hours. Now, thanks to the modern gas range, one can prepare the meal, put it in the oven, set the heat regulator, and spend the interval in comfort—at the theatre even, secure in the knowledge that at the predetermined hour everything entrusted to the oven will be ready to serve—cooked to perfection.

The latest innovations are "in-a-drawer" broiling ovens that work as smoothly as the drawer of a desk, and

ranges chosen to match your kitchen decorations.



The Gas Range in Its Infancy—Sixty Years Ago

— See —

The New Beach Gas Range The "LADY BETTY"

In Use at

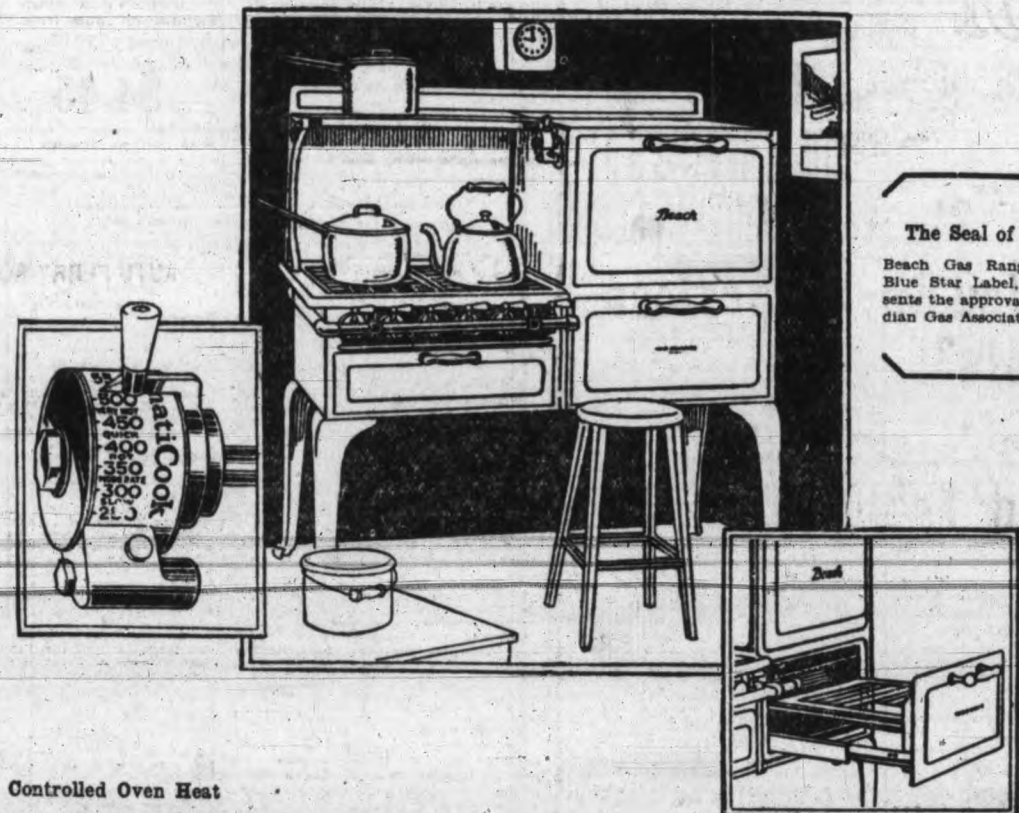
Mrs. Gray's Free Cooking School

On the Lower Main Floor

HUDSON'S BAY COMPANY

JULY 17 to 21 Inclusive

Daily From 2.30 p.m. to 5 p.m.



The Seal of Approval

Beach Gas Ranges carry the Blue Star Label, which represents the approval of the Canadian Gas Association.

Controlled Oven Heat

With the Robert-Shaw AutomaticCook, time spent in the kitchen is cut to a minimum—no oven watching. CERTAINLY replaces guesswork. You have only to prepare your foods and place them in the oven. The AutomaticCook does the rest. Roasts, pastries—even whole meals—cooked to perfection AUTOMATICALLY.

Colors to Match Your Kitchen

A choice of colors in the finish of the Range is offered. The design is entirely new and marks a complete departure from accepted standards of range design.

The "In-a-Drawer" Broiler

pulls out on rollers as easily as the drawer of a filing cabinet. No more scorched hands from reaching into hot ovens. Foods can be watched and turned easily. Broiling becomes a pleasure.

The Outstanding Gas Range Development of the Year!

The new "Lady Betty" Gas Range, equipped to save time, labor and fuel, up-to-date in every way and unusually attractive in appearance, will be used by Mrs. Florence Gray all this week in her Cooking School Demonstrations.

With its aid she will show the advantages of controlled oven heat, the best methods of cooking whole meals at a time, or

meats, vegetables, pastries and other foods separately; the great convenience of the "In-a-Drawer" Broiler; and other matters of interest and importance in home cookery.

You will enjoy the cooking lectures, and you will be delighted with the new Range. It is efficient, durable, economical, and its new design makes it a Range of outstanding beauty and merit.

**Beach's Lady Betty
Gas RANGES**



BEACH FOUNDRY LIMITED

OTTAWA, ONT.

Hudson's Bay Company

INCORPORATED 2ND MAY 1670.

Announcing

Free Cooking Lessons

Under the Personal Supervision of

Mrs. Florence Gray

**Nationally Known Domestic Science
Expert**

It is with pleasure that we present this popular Domestic Science Authority in a series of Cooking Lessons on the Lower Main Floor, each afternoon from 2.30 until 5 p.m., beginning

Tuesday, July 17

And continuing until SATURDAY, July 21 inclusive.

This Demonstration will embrace the latest ideas in Time and Temperature Cooking, including, besides many choice and novel dishes, the perfect preparation of a Whole Meal in the oven—unwatched.

To insure successful results, Mrs. Gray will use the newest type of Gas Range, built by the Beach Foundry Limited, equipped with the famous Robert-Shaw oven-heat regulator.



A Discount of 10% On All Beach Gas Ranges

During the period of this demonstration introducing the new "Lady Betty" we will give a special discount of ten per cent on all Beach Gas Ranges.

On the "Lady Betty"
Regular \$128.50. You save **\$12.80**

On Beach Gas Ranges
Regular \$106.00. You save **\$10.60**

On Beach Gas Ranges
Regular \$131.50. You save **\$13.15**

On Beach Gas Ranges
Regular \$41.00. You save... **\$4.10**

May be purchased on very easy terms.
10% cash, balance in nine monthly payments

—Lower Main Floor, HBC

Manuscript Find Shatters History Of Finlay River

Shows 104 Years After the Event that Samuel Black, Hardy Hudson's Bay Man Who Was Murdered by Indian in Kamloops, Was Man Who Traced It to Its Source, and Not Man to Whom Historical Records Give Credit

How the recent discovery of sections of an old manuscript prove, 104 years after the event, that Samuel Black, hard fighting North-westerner and later staunch Hudson Bay factor, and not J. Finlay, as history records, first traced the Finlay River to its source, is told by Robert Watson, F.R.G.S., editor of The Beaver, who is visiting Victoria.

But for the belated discovery of the last section of the manuscript the whole adventure of Black and Donald Manson, his first lieutenant, might have been credited in all future historical references to J. Finlay, to whom for almost 100 years the honor has been given.

TELLS OF MANUSCRIPT

Mr. Watson, in an address to the Victoria and Islands Branch of the Canadian Authors' Association last night told how the last part of the manuscript came into his possession. Dr. Bryce had one portion of what had always been known as the Finlay Journal and based on quotations from it used by Dr. Bryce, all historical writers had given credit to Finlay for tracing the source of the river.

Last Fall an old Hudson Bay man, Thomas Clouston, met Mr. Watson on the streets of Winnipeg. He spoke of a manuscript in his possession which he later gave to Mr. Watson. It proved to be another part of the manuscript which Dr. Bryce had always regarded as the Finlay Journal, but it was signed Samuel Black. There was, however, a middle section missing.

WAS BIG SURPRISE
Soon afterwards Dr. C. N. Bell of Winnipeg, head of the Manitoba Historical Association, offered a manuscript to Mr. Watson.
"How would you like a portion of the Finlay Journal?" he asked.
"What would you say if I told you it is not the Finlay Journal?" Mr. Watson asked, after accepting the manuscript.
"I believe I would drop down with surprise," replied the doctor.
The manuscript proved to be the middle part of Black's Journal. Both the sections had been in possession of Dr. Bell and Thomas Clouston for thirty-eight years. They had picked them up from a mass of papers piled up for final destruction after having been damaged in a fire at the Hudson's Bay flats in Winnipeg in 1891. Both probably rescued their finds within a few hours of each other.

The final part of the manuscript signed Samuel Black, apologized for the condition of the journal and contained a memorandum stating the author



ROBERT WATSON, F.R.G.S.

would rewrite it when he could conveniently do so. Mr. Watson completed the manuscript and forwarded it to the Hudson Bay archives in England. A search proved that Black had rewritten the journal as he said he would, and the copy he made of his original journal was discovered in the archives.
The Hudson's Bay Company will soon publish the entire journal. Black, Mr. Watson mentioned, was murdered in 1841 at Kamloops by the Indian nephew of Chief Tranquille. He was a man well liked by the Indians but on the death of Chief Tranquille, the Indian's wife blamed the black medicine of the white man and taunted the chief's nephew with cowardice in not avenging the death until he murdered Black.
Mr. Watson is securing historical data of Fort St. James in connection with his research work for the Hudson's Bay Company. He is spending much of his time in the Provincial Archives. The wonderful collection of records there has won high praise from the well-known author.
"I regret I have only two weeks to spend here," he said.

CONSERVATIVES AT DOUGLAS SCHOOL

Speeches Show Liberal Leaders Incapable, Hinchliffe Says

Conservative candidates spoke in Sir James Douglas School, Moss Street, Jack Clay, chairman of Ward Four, presided. Mr. Craig, one of the candidates in Victoria was not present, through being in Vancouver.
J. H. Beatty was the first speaker called to the platform. The policy of the Conservative party was one that would fully meet the present needs of the Province the speaker said. He was glad to see the Liberal party were at last ready to admit the Province was suffering under a public debt totaling \$86,000,000. The Liberals were stating British Columbia was wealthy and it was up to the Government to develop the natural resources and thus keep our native sons and daughters here, instead of having them go to the United States. Mr. Beatty stated, British Columbia is selling her raw material to the United States and our young folk follow and manufacture it, and then we buy it back, the candidate asserted.

The Liberals claimed the P.E. railway has been handed on to them by the Conservatives. When taken over by the present government the railway was a splendid financial proposition but the Liberals made it a burden by poor management. Mr. Beatty declared.

As to social legislation it has come in British Columbia as in other countries by the popular demand of the people and no particular party could take the credit for its passage the speaker said.

OPTIMISTIC
Reginald Hayward declared the Conservative were for more optimistic on the result of the election than they were in 1924. He spoke on how the Government were throwing the Premier into the Victoria riding in an effort to regain the losses of 1924, but he was afraid they would again meet disaster.

He went on to deal with the question of taxation, showing that at least one hundred new taxes had been imposed by the present government. The matter of letting contracts was also dealt with by Mr. Hayward. He scored the plan of not letting these contracts to the lowest bidder and making presents to contractors through Liberal organizations.

In closing, Mr. Hayward declared that the four Conservative members from Victoria in the Provincial House had worked very hard in the interests of their constituency. They had urged economy and also a reduction in taxation.

Mr. Hinchliffe, the final speaker, spoke very briefly, outlining the policy of the Conservative leader, Dr. Simon F. Tolmie.

He declared that Premier J. D. McLeish and Attorney General A. M. Manson, through speeches made by them during the present campaign, had shown they were both incapable of handling their positions.

In speaking on income tax was so big a person could not afford to live, but on the other hand the succession duties were so heavy one could not afford to die.

Lindley Crease K.C. also spoke in support of the candidates.

Hudson's Bay Company

INCORPORATED 2ND MAY 1670.

Other Stores at Winnipeg, Yorkton, Saskatoon, Edmonton, Calgary, Lethbridge, Nelson, Vernon, Kamloops and Vancouver

Mid-year Clearance Sales Continue in Many Departments

Extremely Low Prices on Things You need Now—Vacation Apparel, Children's Wear, Household Staples, Wash Fabrics, Etc. Shop on Monday and Share in the Big Savings.

Rayon Silk Underwear

Greatly Reduced for Clearance

150 Rayon Silk Combinations
\$1.50 Value for 98c

It is during the hot July and August days that garments of this style are so much in demand and women will not be slow to take advantage of this special purchase. Good quality Rayon Silk Combinations with opera top, lace trimmed knee and ribbon straps. So loose, cool and comfortable and so attractively priced, too! Shown in white, sky, midnight, coral, peach, apricot, Nile and mauve. Small, medium and large sizes. Special 98c

120 Rayon Silk Slips at \$1.50

Every woman with a cool voile frock will need a silk underslip to harmonize, and this timely purchase at so attractive a price will fill a popular demand. Made from a heavy quality rayon silk, opera top style, in gooseberry, Nile, peach, coral, white, sand and black; small, medium and large sizes. \$1.50

—Second Floor, HBC

Women's Footwear at July Savings

Dress and Street Footwear at \$4.45

Styles represented include pumps, straps and ties in tan, rose blush, beige, blonde and patent leather with trimmings of fancy leathers to match or harmonize. Choice of Cuban or spike heels. Per pair \$4.45

Womens' and Growing Girls' Footwear, \$2.98

Straps, Colonial pumps and three-eyelet ties suitable for women and growing girls. Choose from tan, blonde, patent and kid leathers trimmed with suede to match; all sizes. Per pair \$2.98

A Big Special in Womens' Tennis and Outing Shoes

One-strap and Oxford styles in brown, beige and white canvas; all sizes. Monday special, per pair \$1.19

—Main Floor, HBC



Children's Holiday and Outing Togs

Special thought has been given in our Children's Department to the needs of active, growing children of school age who are now enjoying their holidays. We realize that the right clothing is a factor in safeguarding their health during hot days and in changeable weather, with sometimes chilling winds. We have considered also the natural desire of mothers to see the young folk in becoming and gay colors and with a well-cared for appearance among their playmates. You will see, too, that the limits of your purse has been remembered.

Girls' All-wool Pullovers

In assorted colors with V-neck or pointed collar; sizes 4 to 14 years. Special at \$1.98

Girls' Tweed and Bedford Cord Breaches With facing at sides, pockets and belt loops; sizes 6 to 16 years. Price, per pair \$2.39

Girls' Broadcloth Blouses Serviceable cotton broadcloth with pointed collar and long sleeves. Shown in white or sand. Sizes 6 to 14 years. Special \$1.98

Girls' Khaki and Blue Drill Middies Sailor style with silk braid trimming on collar and cuffs. Long sleeves. Sizes 6 to 12 years. Price, each \$1.25

Children's Coveralls Made of best quality khaki drill in Dutch or straight-line style and piped in red. Sizes 2 to 6 years. Price \$1.25

Children's Khaki Play Suits Just what they need at camp or summer home, made from serviceable khaki drill with pockets, elastic at knee. Sizes for 1 to 6 years. Price, per suit \$1.25

—Second Floor, HBC

Smart Style Sports Frocks

Values to \$19.95, for

\$10.95

A collection of high-grade and up-to-date Sports Frocks in the right weight for present wear. Included are one and two-piece models with long sleeves and new sear neck, fancy ties, etc. Many have crepe de Chine, wool crepe or balbriggan skirt in pleated styles with contrasting overblouse of figured goods. A fine assortment in colors; also white. Sizes 16 to 38. Special, at \$10.95



Hand-made Frocks Direct From Paris On Sale at \$19.75

Individual styles with the distinctive "flair" and "nuance" of the handwork of the true "Parisienne." All hand made and beautifully worked with colored insets, drawn thread work, fine tucking, etc. In pastel colors; sizes 16 to 42. Specially priced at \$19.75

—Second Floor, HBC

Printed Silk Frocks for Large Figures

Values to \$19.95 for \$12.95

Beautiful Frocks in the newest patterns of printed crepes de Chine, silks and faille. Floral, Futurist, Indian and shadowed patterns in exquisite colors and combinations. Models suitable to the full figure in straight line, draped, pleated and coat frock styles; sizes 42½ to 46. Special price \$12.95

—Second Floor, HBC

120 Women's Fugi Silk Frocks to Sell Monday at \$2.98 Each

Values From \$3.95 to \$4.95

A second shipment just arrived in time for Monday shoppers. Made from excellent quality Fugi silk with pleated skirts finished with belt or buckle, short or sleeveless styles and V necks or pointed collars; choice of sunni, apricot, Nile, peach, white, cream and mauve; sizes 14 to 18. These would sell in the regular way \$2.98 at \$3.95 and \$4.95. On sale Monday at \$2.98

Outsize Broadcloth Frocks

A manufacturer cleared this special lot to us at one-third off. Smart straight-line styles for stout and extra stout figures; belted, with V neck and with collar. Twelve different patterns in floral and figured designs on dark and light grounds; sizes 36 to 52. Regular and outsize. Good values at \$2.98 and \$3.95. Monday special \$1.98

—Second Floor, HBC

English and French Toiletries of Interest to Tourists

Kent's Tooth Brushes, firm bristles... 75¢
Kent's Bristle Hair Brushes... \$2.75
Kent's Dome Bristle Hair Brushes... \$6.25
Dubarry Shaving Bowls Earthenware... \$2.00
Dubarry Bath Crystals... 85¢
Doublette Compacts... \$2.00
Guerlain's Shalimar Face Powder... \$2.00
Guerlain's L'Heure Bleu Perfume, 1-oz., at \$4.00
Guerlain's Shalimar Perfume, special package \$1.00
Phulnana Perfume, ½-oz., stopper bottle, at \$1.00
Wallflower Perfume, ½-oz., stopper bottle, at \$1.00
La Reine Face Cream, large size... 85¢
English Shaving Brushes, \$1.50, \$2.00, \$2.50 and \$3.50

Tourists! Have You Visited Our Tobacco Department?

English-made goods at exceptionally low prices.
Dunhill Razors... \$13.50
Dunhill Lighters... \$7.00
Comoy Briar Pipes... \$5.00
H.B.C. Virginia Cigarettes, 100 at... \$2.50
London-made Briar Pipes, \$1.50 and... \$3.00

—Main Floor, HBC

Sporting Goods at Clearance Prices

2-Cell Flashlights with bull's-eye lens and lock switch. Regular \$1.50. Clearance Price 95¢
St. Andrew's Imperial Golf Clubs, all models nicely balanced. Regular \$3.50. Clearance price \$2.95
201A Radio Tubes, standard tubes, high test. Clearance price 95¢
Cone Loudspeakers, all the popular lines; Cannonball, Musicone and Oneil. Regular \$15.00. Clearance price \$5.49
Three-joint Steel Trout Rods in canvas case. Just what you need for the holidays. Regular \$1.50. Clearance price 89¢
No. 6 Drycell Radio A or Ignition Batteries. Very special. Regular 60c. Clearance price 49¢

—Lower Main Floor, HBC

The Last Word in Batteryless Receivers

Announcing the arrival of the new Fada 6-Tube Electric A.C. Radio Receiver. Absolutely the last word in batteryless receivers. You will be delighted with the rich tone and clear reception of this instrument. Price complete with tubes \$195.50
On easy terms. Let us arrange a demonstration with you, to-day.

—Lower Main Floor, HBC

Big Bargains in Dress Goods

Novelty Woollens at \$1.49 a Yard

A clearance of fine Novelty Woollens in smart plaid effects. The colors are fast and these fabrics are unshrinkable. Width 36 inches. Special, per yard \$1.49

Block Printed Voiles at 59c a Yard

Beautiful Voiles that will fashion into dainty Summer frocks. Shown in handsome patterns and rich color combinations. Width 36 inches. Special, per yard 59¢

Novelty Prints and Broadcloths, at 25c a Yard

Ideal fabrics for house frocks, beach frocks, aprons and children's wear. Width 36 inches. Special, per yard 25¢

Novelty Printed Silk and Cotton Crepes at 98c a Yard

A wonderful value at this exceptionally low price. Printed Silks and Cotton Crepes in a wide range of patterns from which to choose. Excellent color combinations. Special, per yard 98¢

—Main Floor, HBC



Summer Sports Hats Reduced to \$7.95

Fine Crochet Visea Sports Hats in all white and white, daintily ornamented with pastel colors. Small brims faced with georgette and with crowns embroidered smartly in applied designs; also White Silk Hats with vari-colored stitching. These are very good looking and most practical for utility wear. Price \$7.95

—Second Floor, HBC

Buy Your Hammock Now at These Special Prices

In the Summer, which has come at last the thoughts turn naturally to shady lawns, green trees and swinging hammocks. Let timely action follow these thoughts and provide your home or camp with at least one hammock couch and a smaller hammock for the children.

Simmons' Hammock Couches

Regular \$33.50, for \$26.50

Striped Hammock Couches, specially comfortable with specially tempered springs, head rest and canopy. Complete for \$26.50

25 Hammocks at \$3.25 Each

In a wide selection of stripe effects. Good strong hammocks. Complete with head rest and stretching cords. Sale price, each \$3.25

—Third Floor, HBC

Boys' Fancy Tweed Long Trousers

\$1.95 Per Pair

Smart Tweeds in light and medium shades. Cut on the new full lines. Made with belt loops and cuff bottoms. Sizes 9 to 16 years. Price, per pair \$1.95

—Main Floor, HBC

Men's English Grey Flannel Trousers

Exceptionally Good Value at \$2.75

Extra good quality grey union flannel trousers, with belt loops and cuff buttons. Ideal for holiday or general wear. All sizes. Per pair \$2.75

—Main Floor, HBC

CUTICURA HEALS SKIN TROUBLE

Sore Eruptions Broke Out Over Face, Itched and Burned.

"My trouble began with little, sore eruptions which broke out all over my face. They itched and burned so that I always wanted to be scratching, and when I scratched them they got larger and then dried up. Some nights I could not sleep very well."

"I tried other remedies but they did not help me. I had the trouble over five weeks when I began using Cuticura Soap and Ointment, and in two weeks I was healed."

(Signed) George W. Henschel, Box 55, Chipman, Alta., Oct. 8, 1927.

Daily use of Cuticura Soap, with touches of Cuticura Ointment as required, keeps the skin fresh, smooth and clear. Cuticura Talcum is an ideal toilet powder.

Sample Each Free by Mail. Address Canadian Dept., "Cuticura, Ltd., Montreal," Price, Soap 5c, Ointment 10c and Talcum 5c.



Poorhead

As a preventive it destroys germs—helps to keep gums firm—

Ask your dentist about

Absorbine Jr. THE ANTI-PTIC UNIMENT

At all Druggists \$1.25

VICTORIA, B.C., SATURDAY, JULY 14, 1928

TELEPHONE YOUR CLASSIFIED ADVERTISING TO 1090—WE WILL CHARGE IT

Victoria Daily Times

Advertising, Phone No. 1090

RATES FOR CLASSIFIED ADVERTISING

Situations Vacant, Situations Wanted, To Rent, Articles for Sale, Lost or Found, etc. 15¢ per word per insertion. Contract rates on application.

No advertisement for less than 25¢. Minimum 10 words.

In computing the number of words in an advertisement, estimate groups of three or less figures as one word. Dollar marks and all abbreviations count as one word.

Advertisers who do not desire any reply addressed to a box at The Times office and forwarded to their private address. A charge of 10¢ is made for this service.

Birth Notices, \$1.00 per insertion.—Marriage, Card of Thanks and In Memoriam, \$1.50 per insertion. Death and Funeral Notices, \$1.50 for one insertion, \$2.50 for two insertions.

CLASSIFICATION NUMBERS

Accommodation	43
Agents	13
Automobiles	23
Births	1
Boats	1
Bicycles	1
Business directory	51
Card of thanks	47
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Births, Marriages, Deaths

BORN

FORD—On July 13, at Beachcroft Nursing Home, to the wife of Alan B. Ford, a son.

KIM—At the Royal Jubilee Hospital, on July 12, to Mr. and Mrs. L. Kim, a daughter.

McKENZIE—At the Royal Jubilee Hospital, on July 14, to Mr. and Mrs. K. L. McKenzie, a son.

MARRIED

SHAW-YOUNG—At the residence of Rev. Dr. Campbell, Oak Bay, Victoria, Donald, only son of Mr. F. B. Shaw, and Mrs. Shaw, 140 Main Avenue, to Effie Young, eldest daughter of Robert Young and Mrs. Young, Cumberland.

CARD OF THANKS

Mrs. K. H. Anderson and family wish to thank their many kind friends for their words of sympathy and beautiful floral tributes during their recent sad bereavement in the loss of their beloved husband and father.

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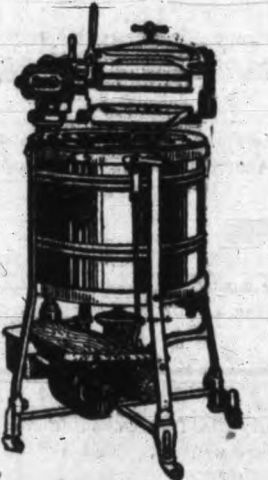
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Lord Asquith's Secret War Diary

Reveals Bitter Conflict In the British Cabinet In 1914; Ministers Almost Came to Blows Over Policy

How King George Was Hauled Out of Bed at 1.30 a.m. to Hear of the Outbreak Of Hostilities

By LORD ASQUITH

From His Diary—How the Cabinet Split at the Outbreak of the War

July 24, 1914—At 3.15 we had a Cabinet, where there was a lot of talk about Ulster, but the real interest was Grey's statement of the European situation, which is about as bad as it can possibly be. Austria has sent a bullying and humiliating ultimatum to Serbia, who cannot possibly comply with it, and demands an answer in forty-eight hours—failing which she will march. This means almost inevitably that Russia will come on the scene in defence of Serbia, and if so, it is difficult both for Germany and France to refrain from lending a hand. So that we are within measurable distance of a real Armageddon.

July 26—No one can say what is going to happen in the east of Europe. The news this morning is that Serbia has capitulated on the main point, but it is very doubtful if any reservation will be accepted by Austria, who is resolved upon a complete and final humiliation. The curious thing is that on many, if not most, of the points Austria has a good and Serbia a very bad case, but the Austrians are quite the stupidest people in Europe.

"NOTHING BUT A MIRACLE CAN AVERT WAR"

There is brutality about their mode of procedure which will make most people think that this is a case of a big power wantonly bullying a little one. Anyhow, it is the most dangerous situation of the last forty years, though it may incidentally have the good effect of throwing into the background the lurid pictures of civil war in Ulster.

July 29—The Amending Bill and the whole Irish business are, of course, put into the shade by the coming war, for it now seems as if nothing but a miracle could avert it. After dinner I went across to E. Grey and sat with him and Haldane till 1 a.m., talking over the situation and trying to discover bridges and outlets. It is one of the ironies of the case that we, being the only power who has made so much as a constructive suggestion in the direction of peace, are blamed by both Russia and Germany for causing the outbreak of war.

July 31—We had a Cabinet at 11 and a very interesting discussion, especially about the neutrality of Belgium and the point upon which everything will ultimately turn—are we going to go in or stand aside? Of course, everybody longs to stand aside, but I need not say that France, through Cambon, is pressing strongly for a reassuring declaration. Edward Grey had an interview with him this afternoon which, he told me, was rather painful. He had, of course, to tell Cambon, for we are under no obligation, that we could give no pledges and that our actions must depend upon the course of events, including the Belgian question and the direction of public opinion here.

August 1—When most of them had left, Sir W. Tyrrell arrived with a long message from Berlin to the effect that the German Ambassador's efforts for peace had been suddenly arrested and frustrated by the Czar's decree for a complete Russian mobilization. We all set to work, Tyrrell, Bonie, Sir Maurice Bonham-Carter, Drummond and myself, to draft a direct personal appeal from the King to the Czar. When we had settled it I called a taxi, and in company with Tyrrell, drove to Buckingham Palace at about 1.30 a.m.

The King was hauled out of his bed, and one of my strangest experiences was sitting with him, clad in a dressing gown, while I read the message and the proposed answer.

There was really no fresh news this morning. We had a Cabinet which lasted from 11 till 1.30. Lloyd George, all for peace, is more sensible and statesmanlike for keeping the position still open. Grey declares that if an out-and-out and uncompromising policy of non-intervention at all costs is adopted he will go. Winston Churchill very bellicose and demanding immediate mobilization. Haldane diffuse and nebulous.

"THINGS ARE PRETTY BLACK"

The main controversy pivots upon Belgium and its neutrality. We parted in fairly amicable mood and are to sit again at 11 tomorrow, Sunday. I am still not quite hopeless about peace, though far from hopeful, but if it comes to war I feel sure that we shall have some split in the Cabinet. Of course, if Grey went, I should go and the whole thing would break up. On the other hand, we may have to contemplate with such equanimity as we can command, the loss of Morley and possibly, though I do not think it, of Simon.

August 2—Things are pretty black. Germany is now in active war with both Russia and France and the Germans have violated the neutrality of Luxembourg. We are awaiting to know whether they are going to do the same with Belgium. I had a visit at breakfast from Lichnowsky, German Ambassador, who was very emotional and implored me not to side with France.

He said that Germany, with her army cut in two between France and Russia, was far more likely to be crushed than France. He was very agitated, poor man, and wept. I told him that we had no desire to intervene, and that it rested largely with Germany to make intervention impossible if she would (1) not invade Belgium; (2) not send her fleet into the Channel to attack the unprotected north coast of France. He was bitter about the policy of his Government in not restraining Austria and seemed quite heartbroken.

Then we had a long Cabinet from 11 till nearly 2, which very soon revealed that we are on the brink of a split. We agreed at last with some difficulty that Grey should be authorized to tell

Cambon that our fleet would not allow the German fleet to make the Channel a base of hostile operations.

John Burns at once resigned, but was persuaded to hold on at any rate till the evening, when we meet again.

"EXPECT SUPPORT"

There is a strong party against any kind of intervention in any event. Grey, of course, will never consent to this and I shall not separate myself from him. Crewe, McKenna and Samuel are a moderating intermediate body.

Bonar Law writes that the Opposition will back us up in any measure we may take for the support of France and Russia. I suppose a good number of our own party in the House of Commons are for absolute non-interference. It will be a shocking thing if at such a moment we break up.

Happily I am quite clear in my mind as to what is right and wrong. (1) We have no obligations of any kind either to France or Russia to give them military or naval help. (2) The dispatch of the Expeditionary Force to help France at this moment is out of the question and would serve no object. (3) We must not forget the ties created by our long-standing and intimate friendship with France. (4) It is against British interests that France should be wiped out as a great Power. (5) We cannot allow Germany to use the Channel as a hostile base. (6) We have obligations to Belgium to prevent it being utilized and absorbed by Germany.

On Monday, August 3, the Cabinet resolved to dispatch an ultimatum to Germany requiring her to give us an assurance by midnight the following day that the neutrality of Belgium would be respected. The whole situation and its antecedents were explained by Sir Edward Grey in his historic speech in the House of Commons on the afternoon of the third. In my Cabinet letter to the King of that day I had to report that four of my colleagues had tendered their resignations, adding an expression of my hope that some of them might be induced to reconsider their position.

Two of them, Lord Beauchamp and Sir John Simon, yielded to my counsels and consented to retain their offices. The other two, Lord Morley and Mr. Burns, did not see their way to alter their resolution.

LLOYD GEORGE'S APPEAL

August 3—This morning two letters arrived for me, one from John Morley, the other from Simon, announcing that they must follow John Burns's example. They are both characteristic productions. At the Cabinet later in the morning Beauchamp declared that he must do likewise. That is four gone. We had a rather moving scene in which everyone all around said something, Lloyd George making a strong appeal to them not to go, or at least to delay it. Anyhow, they all agreed to say nothing to-day and to sit in their accustomed places in the House.

Bonar Law and Lansdowne came to see me early this morning. They were in general agreement, but laid great stress upon Belgian neutrality. The Germans have delivered an ultimatum to Belgium and forced themselves on their territory, and the Belgian King has made an appeal to ours.

After lunch we all went to the House of Commons. Grey made a most remarkable speech almost an hour long, for the most part almost conversational in tone and with some of his usual ragged ends, but extraordinarily well reasoned and tactful and really cogent, so much so that our extreme peace lovers were for the moment reduced to silence, though they will soon find their tongues again.

August 4—I think the effect produced by Grey's speech has not died down. It is curious how going to and from the House we are now always escorted and surrounded by cheering crowds of loafers and holiday-makers. In the evening I had a call from Bonar Law, who is afraid that we shall make use of the truce to spring a trick on them by suddenly proroguing and putting the Home Rule and Welsh Church Bills on the Statute Book as a fait accompli before they can say "knife."

I assured him that there would be no thimble-rigging, but it is not easy at the moment to decide exactly how to deal with the Bills. The best thing, of course, would be a deal between Carson and Redmond, which is far from impossible.

J. M. (John Morley) remains obdurate and I fear must go. He wrote me a particularly nice letter.

We had an interesting Cabinet, as we got the news that the Germans had entered Belgium and had announced that if necessary they would push their way through by force of arms. This simplifies matters. So we sent the Germans an ultimatum to expire at midnight requesting them to give a like assurance with the French that they would respect Belgian neutrality.

CHURCHILL WAR PAINT

They have invented a story that the French were meditating an invasion of Belgium and that they were only acting in self-defence, a manifest and transparent lie. Winston (Churchill), who has got on all his war-paint, is longing for a sea fight in the early hours of the morning to result in the sinking of the Goeben.

The whole thing fills me with sadness. The House took the fresh news to-day very calmly and with a good deal of dignity, and we got through all the business by half-past four.

August 5—I have taken an important decision to-day to give up the War Office and install Kitchener there as an emergency man until the war comes to an end. It was quite impossible for me to go on now that war is actually in being. It requires the undivided time and thought of any man to do the job properly, and I hate scamped work.

K. was, to do him justice, not at all anxious to come in, but when it was presented to him as a duty he agreed. It is clearly understood that he has no politics and that his place at Cairo is kept open so that he can return to it when peace comes back. It is a hazardous experiment, but the best in the circumstances, I think.

We had a longish Cabinet at which we decided to ask tomorrow for a stiff vote of credit, hundred millions, which will carry us on for a long time and produce a good immediate impression.

Oddly enough there is no authentic war news either by land or sea. All that appears in the papers is invention. Winston's mouth waters for the Goeben, but so far she is still at large. I am truly

sorry for the poor Lichnowskys. They are brokenhearted, and she spends her days in tears.

After the House I had a War Council here, a rather motley gathering, Lord Roberts, Kitchener, Ian Hamilton, (Sir John) French, Douglas Haig, etc., with Haldane, Grey, Winston and myself. We discussed the strategic situation and what to do with the Expeditionary Force and adjourned till to-morrow when we shall have over a representative of the French General Staff.

ELIZABETHAN BUCCANEERS

August 6—We had our usual Cabinet this morning, and decided with less demur than I expected to sanction the dispatch of the Expeditionary Force of four divisions. We also discussed a number of smaller schemes for attacking German ports and wireless stations in East and West Africa and the China Seas. Indeed, I had to remark that we looked more like a gang of Elizabethan buccaneers than a meek collection of black-coated Liberal Ministers. After the Cabinet I went to the Palace and had a talk with the King before the Privy Council, at which Kitchener was sworn in, and I handed over my seals to him. It will be amusing to see how he gets on in the Cabinet.

August 10—We had a long and rather critical Cabinet this morning, the main question being what I was to say on the adjournment about the (Irish) Home Rule and Welsh Church bills. Redmond was pressing for prorogation and immediate placing on the Statute Book. Carson sent a rather threatening letter in the opposite sense. We had a very animated debate, and for a time it seemed as though we should come to a deadlock.

Happily not for the first, or perhaps the last time, I was able to devise a form of saving words which pleased everybody and which I have just, 5.15, read to the House with the benediction of Bonar Law and not a single question from any quarter. The Expeditionary Force is moving on oiled castors. A considerable part of it is in France. There is not a whisper of this in the newspapers.

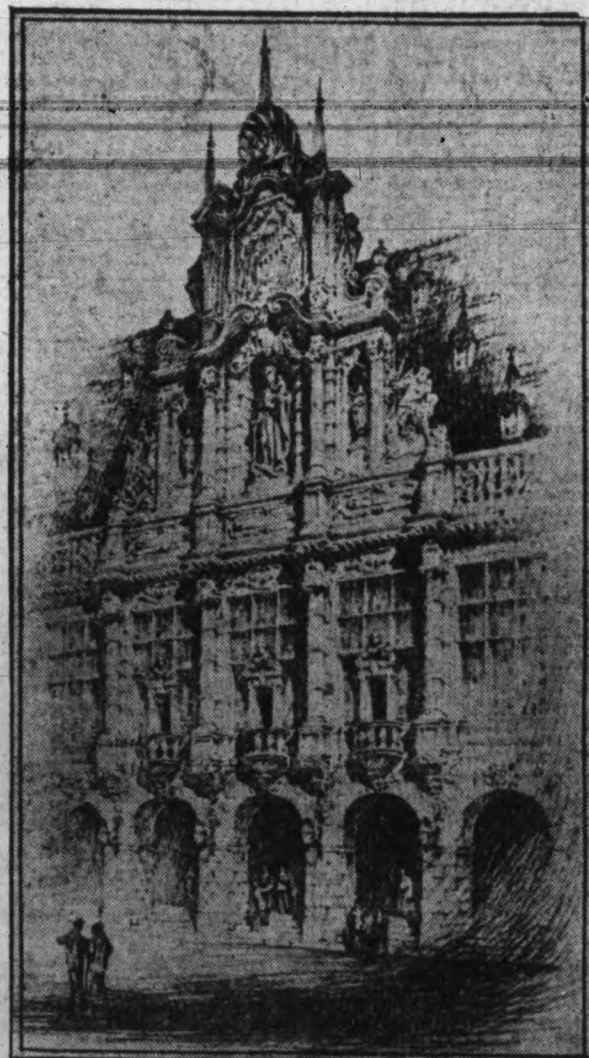
August 11—Sir John French came to pay me a farewell visit this morning. We had a long Cabinet, in which a large part of the talking was done by Winston and Kitchener, the former posing as an expert on strategy and the latter as an expert on Irish politics. At lunch we had Cassel and Sir Edward Goschen just returned from Berlin. He gave a lot of interesting particulars about his last days there. At the end his German footmen took off their liveries and spat on them and refused even to carry down his boxes.

August 12—The only interesting thing is the arrival of the Goeben in the Dardanelles and her sale to Turkey. The Turks are very angry at Winston's seizure of their battleships here. As we shall insist that the Goeben shall be manned by a Turkish instead of a German crew it does not much matter, as the Turkish sailors cannot navigate her except on to rocks or mines. Meanwhile the embarkation of the Expeditionary Force goes smoothly and steadily on.

BELUCOSE MOOD

August 17—Turkey has come into the foreground, threatens vaguely enterprises against Egypt, and seems disposed to play a double game about the Goeben and the Breslau. Winston, in his most bellicose mood, is all for sending a torpedo flotilla through

WHERE WAR HATE STILL LINGERS



Fear that Belgian Nationalist students would riot in protest against the dedication of the restored library of Louvain University led to a request that the ceremony be postponed. Mgr. Ladeuze, rector of the University, won his right to eliminate from the building the inscription, "Destroyed by German Fury." Herbert Hoover, former head of the Belgian Relief, publicly approved the rector's stand, but many students, demanding that the inscription be allowed to remain, threatened trouble. The main facade of the new structure is pictured here.

Kitchener Reluctant to Take Office; Winston Churchill Wanted to Mobilize for Battle at Once

the Dardanelles to threaten and, if necessary, to sink the Goeben and her consort. Crewe and Kitchener very much against it.

In the interests of the Mussulmans in India and Egypt, they are against our doing anything at all which could be interpreted as meaning that we are taking the initiative against Turkey. She ought to be compelled to strike the first blow. I agreed to this, but the Turks must be obliged to come out and tell us whether they are going at once to dismiss the German crews.

August 18—Everyone is very pleased with the smoothness and secrecy of the Expeditionary Force. Winston is engaged in chasing a German cruiser about the North Sea with two of his flotillas and hopes to run her down before nightfall.

August 20—The poor Belgians have been having a bad hammering and are now driven back to Antwerp, and Brussels is in the hands of the Germans. For the real purposes and fortunes of the campaign this is all to the good, for it means that the Germans have to spend two, or possibly even three days more to the disarrangement of their time table, before the real fighting on the great scale begins. It looks as if our troops may be in the thick of it before long. We are now sending off another division, the Fifth.

DARK HORSES

August 21—The real centre of interest, political, not military, at the moment is Turkey and the two darkest horses in the European stable, Italy and Roumania. The different points of view of different people are rather amusing—Winston violently anti-Turk, Kitchener strong that Roumania is the real pivot of the situation, Masterman eagerly pro-Bulgarian, but very much against any aggressive action vis-a-vis Turkey which would excite our Mussulmans in India and Egypt; Lloyd George keen for Balkan confederation, Grey judicious and critical all round; Haldane instructive and juiceless, and the "Beagles" and "Bobtails" silent and bewildered.

August 24—Early this morning I was aroused by Kitchener bringing French's telegram announcing the fall of Namur. Very bad news, for we all assumed that Namur was safe, if not for a fortnight, at least for two or three days, and though our soldiers seem to have held their own, its fall of course takes out the pivot from the movement which was in contemplation.

The general effect is that the French Fifth Army has had to fall back and take a new line, and our men in consequence had to fall back also from the forward positions at and about Mons. It is a bad check to say the least.

FRENCH ATTITUDE

August 26—When I came back here from the House I had a long visit from Winston and Kitchener and we summoned Edward Grey into our councils. They were bitten by an idea of Hankey's to dispatch a brigade of marines, about 3,000, conveyed and escorted in battleships to Ostend, to land there and take possession of the town and scout about in the neighborhood.

This would please the Belgians and annoy and harass the Germans, who would certainly take it to be the pioneer of a larger force and it would further be quite a safe operation as the marines could at any moment re-embark.

Grey and I consented, and the "little force" is probably at this moment disembarking at Ostend. Winston, I need not say, was full of ardor about his marines and takes the whole adventure, of which the Cabinet only heard for the first time an hour ago, very seriously.

At about 11 p.m. I got French's telegram announcing that, much against his will, he was falling back on Peronne, which is between St. Quentin and Amiens. His men were in excellent condition and most anxious to take the offensive, but the French commanders were persisting in further retirement. We all think they have been very wrong in not taking us more into their confidence, and we have sent a pretty strong message for more knowledge of their plans and intentions.

Happily the telegram this morning is more reassuring. They seem to be regaining confidence and are even taking the aggressive in Belgium and Luxembourg. French's situation is not a very pleasant one, in command of an unbeaten army, full of fight, yet compelled always to go back. I hope it is only a passing phase.

WANTED IRISH

I am very anxious now to get all the party machinery on both sides to work, first to stir people up about the war, for there is, I fear, in some places a growing apathy, and next, to bring the multitude of idle, able-bodied loafers into the recruiting net. I have just had a visit here (House of Commons) from Lord Roberts. He is particularly keen for the moment about two things, the bringing over of the Indian troops and the enlistment and training of both sets of Irish volunteers.

August 27—Winston has been scoring some small, but not unimportant points. His 3,000 marines have taken Ostend, and are scouting about the country in that region, and the Kaiser Wilhelm, a huge armed German liner, has been sunk by the High Flyer.

August 31—The Irish on both sides are giving me a lot of trouble just at a difficult moment. I sometimes wish we could submerge the whole lot of them and their island for, say, ten years under the waves of the Atlantic. I have had interviews to-day, in the intervals of what are more urgent things, with Redmond and with Bonar Law, inspired by Carson, and they almost fill one with despair.

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LORD ASQUITH'S SECRET WAR DIARY WILL BE CONTINUED IN NEXT SATURDAY'S ISSUE

Benton and Grant lose leadership

GIANTS FALL BY WAYSIDE

Drop Another Game to St. Louis and Drop Back Into Third Position

Present Western Invasion of New York Disastrous; Rain Halts Other Games

The vaunted hospitality of the West is a myth and nothing more, in the opinion of John McGraw.

Since John led his men across the Alleghenies on the latest western invasion things have been going from bad to worse. The first opponents that the Giants met were the Pittsburgh Pirates, then floundering about in such fashion that it appeared that the only reason they were not in the National League cellar was because the Phillies and Boston Braves were still able to give them lessons in how ball games can be tossed away.

The Giants beat the Pirates in the first game and felt confident that the league lead would be in their possession before long. Here the worm turned. The Pirates played heads-up baseball for a change and took the next three games.

Not so confident, McGraw's men took the long train ride to St. Louis, where the four games which ended yesterday saw them register only one victory. As a consequence the Giants fell into third place in the standings, six games back of the St. Louis Cardinals, and one behind the Cincinnati Reds. The Cards won the last battle by 11 to 6. Rain stopped the play in every other major league park.

NATIONAL LEAGUE

At St. Louis—	R. H. E.
New York	6 12 1
St. Louis	11 12 3
Batteries—Aldridge, Henry, Faulker, Chapin and O'Farrell; Sherdel, Frank-house and Wilson.	

COAST LEAGUE

At San Francisco—	R. H. E.
Sacramento	15 21 2
San Francisco	13 17 3
Batteries—Gould, Flynn, Vincel and Koehler; Jacobs, Thurston and Vargas, Reed.	
At Los Angeles—	R. H. E.
Oakland	4 10 1
Los Angeles	6 12 2
Batteries—Craghead, Wetzel and Reed; Barfoot and Hannah.	
At Portland—	R. H. E.
Missions	10 15 2
Portland	11 19 2
Batteries—Nelson, Martin, Davenport and Baldwin; Couch, Baecht, Tomlin and Rego.	
At Seattle—	R. H. E.
Hollywood	10 16 2
Seattle	10 16 2
Batteries—Shellenbach and Bassler; C. Sullivan, Teachout and Borreani.	

INTERNATIONAL LEAGUE

Baltimore, 6; Rochester 7.	
Reading, 3; Buffalo, 1.	
Newark, 2; Montreal, 6.	
Jersey City-Toronto—postponed.	

HORSE RACING

Vancouver, July 14.—Form players received a severe jolt in the fifth race at Brighouse yesterday when Runpout, odds-on favorite in the mutuels, bolted and circled the mile track twice before he could be brought under control. He finished the five furlongs well to the rear of everything.

Joe G., ridden by Broadfoot, and starting at nearly 14 to 1, copied the race and paid off his supporters at the rate of \$29.95, \$10.40 and \$6.05. Golden Bear, another long shot, was second, and Tatters third.

Golden Bear paid \$26.60 place and \$10.30 show. Tatters returned \$4.10 show.

Broadfoot's riding was one of the features of the afternoon. He bled in four winners out of five times up. Joe G., being his best pay mount.

Results follow:

First race, purse \$500, three-year-olds and up; six furlongs—1, Lahontan, \$3.55, \$2.50, \$2.30; 2, Skootin, \$2.75, \$2.45; 3, Shasta Grange, \$3.80. Time, 1:13.4. Also ran: Hornet, Prior, Tuck, Combat, Herbert, Quinine.

Second race, purse \$500, three-year-olds and up, five and one-half furlongs—1, Miss Fryer, \$5.85, \$5.35, \$4.20; 2, Sparrow, \$7.25, \$6.90; 3, Short Way, \$6.90. Time, 1:01.2-5. Also ran: Sirona, Runpout, Carlisle, North Shore, Tea Barry, Stanford, Skylark, Hattie, Cincinnati.

Third race, purse \$500, Western Canadian bred; three-year-olds and up; six furlongs—1, Alberta Lad, \$5.75, \$5.20, \$2.35; 2, Yorkshire Maid, \$2.95, \$2.60; 3, Homesome, \$2.70. Time, 1:13.4-5. Also ran: Belle Somers, Solway, Pirth, Northern Prince, Dandy Pat, Jim Hogan.

Fourth race, purse \$500, four-year-olds and up, mile and one-sixteenth—1, Rural Gospel, \$7.70, \$5.20, \$2.30; 2, Cantime, \$3.00, \$2.20; 3, Sylvanus, \$2.25. Time, 1:40.3-5. Also ran: Spear Shot, Olds Eight, The Chamberlain, Lurman, Jay Mac, Kate Wilson, Lady Chico.

Fifth race, purse \$500, three-year-olds and up, five furlongs—1, Joe G., \$29.95, \$10.40, \$6.05; 2, Golden Bear, \$26.60, \$10.30, \$4.10; 3, Tatters, \$4.10. Time, 1:00.4-5. Also ran: In the Eye, War Bells, Stream, Shasta Rock, Duff's Time, Runpout.

Sixth race, purse \$500, three-year-olds and up, six furlongs—1, Kilavea, \$3.80, \$3.20, \$2.65; 2, Randolph, \$9.20, \$5.75; 3, Brian Kent, \$5.25. Time, 1:13. Also ran: Heather, Telegraph, The Franciscan, Volney, John Franklin, Pennon.

Seventh race, purse \$500, three-year-olds and up, one mile and seventy yards—1, Thelma C., \$5.50, \$3.50, \$2.80; 2, Shadow Spark, \$4.70, \$3.30; 3, Athel-rain, \$4.70. Time, 1:46.3-5. Count Vista, Sancho, Pansy, Venture, Eagle's Home, John Kildee.

FIGHTS TO-NIGHT



DANNY PASTRO

Hard-hitting Victoria fighter, who has been matched against Lowell Curtis of Seattle in to-night's boxing programme, to be staged at the Tillicum Club's gymnasium.

Pastro is very popular with the fans, his pushing boring-in style always resulting lots of action.

HEENEY IN GOOD MOOD

Heavyweight Contender Is Satisfied With His Condition; Rain Halts Training

Fairhaven, N.J., July 14.—Rain, persistent in its downpour but refreshing the country side, forced Tom Heene to suspend all training yesterday except for a five-mile run over the roads yesterday morning. When he returned to his camp the rain had set in and he did not leave his quarters until dusk.

The challenger for the world's heavyweight championship, good-natured and carefree, mingled with newspaper correspondents and visitors, spending most of the time in a big rocking chair on his screened porch while outside the rain came down in a drizzle.

He walked away time joking with everybody and reading letters from admirers in England, New Zealand and Australia, wishing him success in his title engagement with Gene Tunney, July 26.

Heene, satisfied with his condition, seemed glad of the opportunity to loaf. He will swing back into the training routine to-day, boxing again at night instead of the afternoon, to escape working in the heat of the day.

Heene was host yesterday to a frenched fifteen-year-old boy, who walked and begged rides from Eliza-beth, forty miles away, in search of a younger brother, who ran away from home to see the challenger workout. When he appeared in camp, drenched to the skin, Heene took him in charge at once ordering him to bed while his clothes were drying and otherwise making him comfortable.

HOW THEY STAND

AMERICAN LEAGUE

	W. L. Pct.
New York	58 23 .716
Philadelphia	48 34 .585
St. Louis	41 41 .501
Cleveland	38 44 .463
Chicago	37 45 .451
Pittsburgh	36 46 .438
Boston	35 47 .425
Detroit	33 49 .407

NATIONAL LEAGUE

	W. L. Pct.
St. Louis	53 30 .639
Cincinnati	47 35 .573
New York	43 38 .529
Chicago	47 37 .560
Brooklyn	42 38 .523
Pittsburgh	37 40 .481
Boston	34 42 .447
Philadelphia	21 51 .292

INTERNATIONAL LEAGUE

	W. L. Pct.
Toronto	48 37 .565
Rochester	46 38 .548
Reading	42 37 .530
Montreal	44 39 .526
Baltimore	46 43 .517
Newark	43 45 .489
Buffalo	36 46 .438
Jersey City	33 53 .384

COAST LEAGUE

	W. L. Pct.
Hollywood	9 3 .750
Sacramento	9 3 .750
Seattle	6 6 .500
San Francisco	6 6 .500
Los Angeles	5 7 .417
Oakland	4 8 .333
Portland	4 8 .333

Makes It Even

Steno: I'm sure that language on the telephone is quite uncalled for.

The boss: So is the number they've given me.—London Opinion.

FIELDING TO MEET RUGGED SEATTLE LAD

Local Lightweight Will Have to Be on His Toes For To-night's Ten-round Event

Albie Davies Matched With Ostrander in Semi-windup; Other Good Fights

The card of events which Joe Bayley presents to-night at the Tillicum Club for the approval of fight fans appears to be one of the best that has been offered here for some time.

Every bout, from curtain raiser to main event, if the predictions of Dusty Miller, who made the matches, are correct, will prove to be real thrillers.

All of the fighters who have boxed here under the colors of the White Centre Club of Seattle during the last year have proved to be first class performers and there is every reason to believe that their representation in to-night's events will come up to the standard.

BORING IN TYPE

Miller who has boxed with Fielding several times and should thereby know what he is talking about, states that Lyall Henderson will give the local fighter a real battle and he expects him to stave away the local boy with a K.O. Henderson will have an advantage of several pounds in weight, he is a rugged, boring in type of fighter with a heavy punch in either hand. This type of a fighter in the past has proved to be a dangerous opponent for a clever boxer who lacks dynamite in his wallop and unless Fielding can bring some of his heavy artillery into action his run of victories may come to an end. Manager Joe Bayley who has been concentrating on this week's fight in his province is now confident this defect has been overcome and he looks for his entry to win his first K.O. decision this evening.

There has been a strong demand for tickets and it looks as if the boys would perform before a capacity house. The first bout will start at 8.30 sharp.

The full programme and officials is as follows:

Bout No. 1, commencing at 8.30 sharp: four rounds, 110 pounds—Jumbo Davies, Victoria vs. Jimmy Keen, Seattle.

Bout No. 2, four rounds, 120 pounds—Danny Pastro, Victoria vs. Lowell Curtis, Seattle.

Bout No. 3, four rounds, 126 pounds—Tim Keel, Victoria vs. Larry Hannan, Seattle.

Bout No. 4, semi-windup, four rounds, 120 pounds—Albie Davies, Victoria vs. Bal Ostrander, Seattle.

Bout No. 5, main event, ten rounds, 130 pounds—Tommy Fielding, Victoria vs. Lyall Henderson, Seattle; referee, Roy Baker.

Judges: C. Leask and another. Timekeepers—L. Oliver and Bob Vipond.

Physicians—Dr. Fowler and Dr. Moore.

Announcer—Dave MacFarlane.

CLUBMEN IN NEEDED WIN

When Jimmy McLarnin, the cherub-faced little Irishman, was beaten so badly by Sammy Mandell in the early season lightweight championship fight, Pop Foster, the manager of the little challenger, said his boy was two years away from the championship.

Those who saw the fight and watched the sleek young champion make a sucker out of his deadly hitting opponent agreed that McLarnin lacked the experience and the ring craft to offer even a contest to a boy who showed himself as one of the greatest boxers ever developed in the class.

It was the opinion of many critics that McLarnin would go on to better things and that with another year of fighting experience he would have a fine chance to win the championship.

When McLarnin knocked out Phil McGraw in less than one round of their recent fight the small Irishman won back all the fans he lost when he was beaten by Mandell and again he is being exploited as a sure champion.

Just as he was after he had knocked out Sid Terry, another puncher, McLarnin's victory over McGraw, who had never been knocked out before, showed that he has a punch but he has demonstrated his hitting power against Terry. Improvement in other lines that is vitally necessary, was not shown in his McGraw fight, but he didn't have a chance to show it.

The opinion of Mandell on this future prospect of McLarnin should be interesting and the handsome young champion told me recently in Chicago that McLarnin never would be any better than he is right now.

"McLarnin doesn't lack experience," Mandell said. "He has been in almost as many professional fights as I have. What he lacks is a change of pace, as they call it in the business. He is a one-style fighter and I don't believe he ever will be anything but a one-way fighter because he is too old now and too set in his way to learn."

"I don't even agree that he is a great hitter because not once in our fight did he hurt me. In knocking out Terry and McGraw he did show hitting strength but I could do the same thing to them if they opened themselves for a perfect shot."

"McLarnin is altogether a counter puncher. He has to catch his man coming in and then he flings a double momentum for it punches his man drop, of course. An ordinary punches can do the same thing."

"It didn't take me two minutes in our fight to find out how to beat him. His only style was to draw you in and counter you. He feints and sets himself to nail you when you come into him. I saw him set himself and try to draw me in and I stepped into him, but I stepped back in the same motion and pulled him off balance and brought right back into him. I did this constantly during the fight after the first round and he never laid a glove on me. If I had cared to take

Shaping Up For Ontario Golf Title

—By Jimmy Thompson



Once again the Ontario open golf title goes up for competition at Hamilton. Last season, for the third time in four years Andy Kay, the Lambton Club pro, romped off with the silverware, notwithstanding some hard luck, for in the final round, at one hole, his ball struck a spectator and dropped on a road, while at another it hit a caddy on its way to the green. Fortunately for Kay, he didn't have a monopoly of the bad breaks. Nicol Thompson, one of his most dangerous rivals, landed in a trouble some bunker at the tenth and several times rolled right over the hole on the green. Sandy Somerville, the brilliant amateur of the London Hunt Club, was unlucky in being matched against Kay in the earlier rounds and thus eliminated much sooner than was expected. Somerville is nevertheless a force to be reckoned with in Canadian golf. During last year's championships he played with steel shafted clubs and the increased distance imparted thereby to his drives was noticeable. Sandy is perhaps the longest driver in the Dominion. The rivalry between Somerville and Don Carrick, famous Varsity boxer and rugby player, has been one of the high lights of Canadian amateur golf, but last year Sandy broke into an early lead over Don and held it throughout. This year Somerville will be again seen in the Ontario open.

M'LARNIN IS DESCRIBED AS ONE-WAY BOXER

S. Mandell Says Vancouver Boy Will Never Improve; Too Set to Change Style

Champ Claims He Will Always Be Able to Defeat Irish Lightweight

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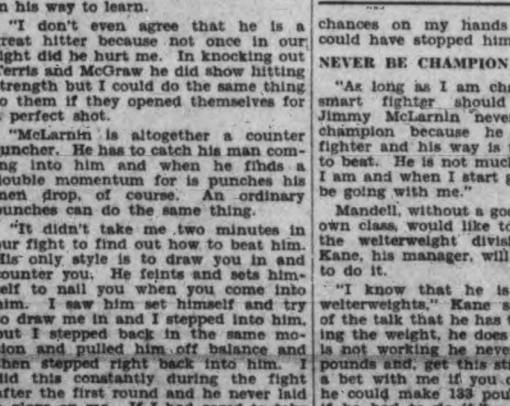
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FOXY PHANN

Footy conditioned fighters leave only themselves breathless

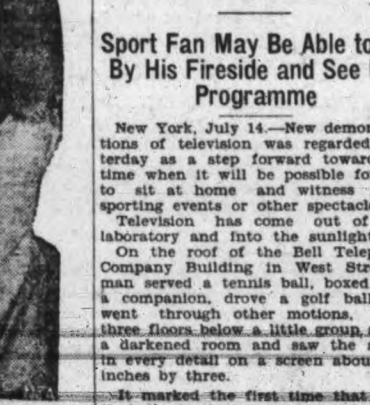


THE ONTARIO OPEN CHAMPIONSHIP



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LOSES LEAD



Youthful harrier with the Cleveland Indians, who has lost the honor of being the leading pitcher in the American League to Alvin Crowder of St. Louis. At the end of June Grant was the only regular moundman in the league who had yet to taste defeat. He was credited with seven victories and no defeats.

Morgan-Martin Bout May Take Place To-night

New York, July 14.—There is an unconfirmed report that Ted Morgan and Eddie Martin should stage their proposed junior lightweight championship at Ebbets Field to-night.

Promoter Humbert Fugazy says that the bout will take place, but he makes reservations for a postponement in case of more rain. He has scheduled the fight six different times so far.

AMERICAN ASSOCIATION

Louisville 3; Minneapolis 4.
Indianapolis 3; St. Paul 9.
Columbus 4; Kansas City 2.
Toledo 12; Milwaukee 3.

chances on my hands I am sure I could have stopped him in that fight.

NEVER BE CHAMPION

"As long as I am champion or if a smart fighter should succeed where I am, I will never be a champion because he is a one-way fighter and his way is the easiest way to beat. He is not much younger than I am and when I start going back he'll be going with me."

Mandell, without a good match in his own class, would like to move up into the welterweight division but Eddie Kane, his manager, will not allow him to do it.

"I know that he is too light for welterweights," Kane said. "In spite of the talk that he has trouble in making the weight, he does not. When he is not working he never goes over 141 pounds, and get this straight and take bet with me if you don't believe it, he could make 133 pounds for a fight if he had to do it."

Crowder and Lucas Now Head Averages

New York Pitching Ace Has Tough Week, Losing His Record for Rescue Work and Also String of Games Competed In, Besides Dropping the National League Lead to Cincinnati Hurler; Grant, Youthful Cleveland Twirler, Suffers First Defeat; Hornsby and Goslin Still Lead Batters; Former Has Splendid Average of .403

Chicago, July 14.—Alvin Crowder, who has become a great help to the St. Louis Browns, has taken the leadership among American League pitchers from George Addision Grant, the young man who has been doing so well for Cleveland.

Records including games of Wednesday show that he dropped his first game of the season to the Philadelphia Athletics, giving him a margin of seven games won and one lost. Crowder has won nine games and lost one.

Lou Gehrig replaced Tony Lazzeri as the Yankee threat against "Goose" Goslin's batting leadership, while another threat appeared in the person of Al Simmons of the Athletics, unofficial figures show. The Washington outfielder, who has been out of the game doctoring his throwing arm was at bat only once during the week and failed to hit that time, thus reducing his average two points to .404.

SIMMONS ON RAMPAGE

Meanwhile Simmons went on a rampage and stacked 30 points on to his standing to end the week's play with an average of .377, which was good for second place. Gehrig boosted his standing seven points to take third place with an average of .372. Simmons, however, has played in only forty-seven games as compared with Gehrig's 80.

Other leading hitters were: Lazzeri, New York, .358; Manush, St. Louis, .341; E. Miller, Philadelphia, .341; Fox, Philadelphia, .338; Cob, Philadelphia, .332; Kress, St. Louis, .328; Fonseca, Cleveland, .325; Koenig, New York, .325; Myer, Boston, .324; Pothergill, Detroit, .324; Dugan, New York, .324.

The Yankees dropped four points in team batting to .304, but they were still 11 points in front of the Athletics, who boosted their standing five points to .293, and passed the Cleveland Indians.

The Boston Red Sox continued their brilliant defensive record and ended the week's play with an average of .976, three points better than the Browns in runner-up position.

That game gave Red a record of nine victories and two defeats, enabling him to oust Larry Benton of New York from the pinnacle. Benton's record came crashing down about his head in week ending Wednesday. First he was removed from a game in Pittsburgh where he had done two rounds of rescue work and his record for innings without relief was at an end at 152 2-3. Next he was hammered out of the box of his own in St. Louis when Cards pitcher pitched fine ball a win and save a game lost for the sore top. But the dip was sufficient to reduce the giant ace to second place with 14 victories and 4 defeats.

Following Hornsby are these regular batters: P. Waner, Pittsburgh, .363; Grantham, Pittsburgh, .362; Hoernman, Brooklyn, .358; Bottomley, St. Louis, .350; Sisler, Boston, .348; Douthitt, St. Louis, .346; Lindstrom, New York, .344; Callaghan, Cincinnati, .343; and Rootger, St. Louis, .341.

The Pirates are on top in team batting with a margin of .304, followed by the Cardinals, .283, points lower. Cincinnati, league leaders in team play with 102, continues to set the field in pace at .874, with a thin margin over Chicago and St. Louis, which follow in closer, each at an interval of one point.

FRANK TROEH WINS TITLE

Portland Scatter Gun Ace Captures P.N.W. Singles Trapshooting Championship

Tacoma, July 14.—Frank M. Troeh, Portland scatter gun ace, won the Pacific Northwest singles trap shooting championship here yesterday breaking 198 out of 200 targets thrown.

Robert Stearns, Seattle was second, getting one less than Troeh, G. A. Smith of Long Beach, Cal., was third with 186.

The Northwest doubles title went to Matt Crossman of Seattle with 47 out of 50.

The tournament which opened yesterday will run for three days with the Northwest handicap championship Sunday. A 100 target singles event and a preliminary to the handicap are scheduled for to-morrow.

Sixty-six shooters took the traps yesterday and more are expected for the concluding events.

CLUB TO SEND ITS OWN TEAM

New York Athletic Club Will Send Athletes to Amsterdam as Protest

New York, July 14.—The New York Athletic Club has decided to send its own team to Amsterdam to protest against the decision of the Olympic committee to exclude the Five members of the National Foot-ball organization who failed for various reasons to qualify for the team will be sent abroad at the expense of the club in an effort to have them included in the team.

The five men are Roland Lock, Nebraska sprinter; Weems Daikin, hurdler from Alabama; Matt McGrath, veteran hammer thrower; Falt Elkins, Indian decathlon star, who was injured during the try outs at Philadelphia and was unable to compete at the event, and Norton Jackson, a wrestler.

The fight for places on the team will be under the supervision of Matthew Halpin, chairman of the National Foot-ball athletic committee. In addition to the protest against what he claims were improper choices by the selection committee, Halpin announced that he would decline to serve as an official at the Olympic games as a protest against the recent ruling in favor of Charles Paddock on the question of eligibility.

Veteran Shot Winner Of Handsome Prize

Bisley Camp, July 14.—Dr. Kelly, veteran shot of the North London Rifle Club, defeated A. Cooks of the London Rifle Brigade in the shoot off to-day for the Prince of Wales prize of \$500, the marksmen having tied 2-2 in the competition on Thursday.

Lieut. Desmond Burke, Ottawa, and Major Richardson of Victoria, were the best Canadian scorers in this match with 66 out of a possible 70.

Canadian Wins Alexandra Cup At Bisley Meet

Bisley Camp, July 14.—Captain Catle, with a score of 69 out of a possible 70, won the Alexandra Challenge Cup at Bisley, it was announced to-day.

Lieut. Desmond Burke, Ottawa, was second, winning 64, and Lieut. McGregor, also of Ottawa, was fourth and won 50. Burke's score was 68 and McGregor's 67.

The match was fired at 500 and 600 yard ranges, seven shots at each distance. Burke scored a possible at the first distance and 53 at the second, while McGregor's scores were 33 and 34, respectively.

The match was fired at 500 and 600 yard ranges, seven shots at each distance. Burke scored a possible at the first distance and 53 at the second, while McGregor's scores were 33 and 34, respectively.

Chico, July 14.—Les Marginer, University of Illinois, sensational heavyweight, won his sixteenth knockout last night when he floored Egan Hansen, Turkish heavyweight, in the second round of a scheduled ten-round bout.

STOCK MARKETS - FINANCIAL NEWS - GRAIN MARKETS

TO-DAY'S GRAIN MARKETS

(By Branson, Brown & Co. Ltd.)

Winnipeg, July 14.—Wheat and flax markets were very dull and featureless to-day with trade volume smallest in many weeks. Prices were a little easier during the first part of the session, but firmed later with a little week-end covering going on. The chief feature was the very light offerings, there being practically nothing for sale after a couple of small ship-ping orders had been filled at the start. The pool have sold a little October wheat past two days, but were leaving the market alone to-day. The trade are not selling at present, preferring to wait developments the next two weeks.

Export business was flat overnight, and there was no evidence of any business here. Russia was reported to be in the market for further purchases of foreign wheat. Cash market also very quiet with a little business for one or two grades only. Spreads about un-changed. The weather in Western Canada is fine and warm, just as it was needed to bring crop along, providing temperatures, which were rather high. The American crop expert, ar-rived in Winnipeg yesterday from North Dakota, and sent his Chicago house a message that he had been in-formation that there was rust in the Southern Saskatchewan, although this is denied by officials who are on the ground. The weather to date has not been favorable to rust development, and many believe we are going to es-cape any serious damage as the plant is very healthy, and well fortified with sufficient moisture.

In the southwest the weather is very favorable for harvesting operations, and movement of the new crop is fairly heavy. Looking for a two-sided market for the time being, but believe wheat can be sold on the crops, and will be escape any serious damage as the plant is very healthy, and well fortified with sufficient moisture.

Winnipeg futures closed 1/4 higher for July and unchanged for October.

Coarse grains.—Outside of weakness in July barley, with further liquida-tion going on, the market was firmer. However trade was very light and con-fined to local short covering, consump-tion demand being very poor. Offerings most light. Oats closed 1/4 higher; barley 1/2 lower to 1/4 higher; rye 1/4 to 1/2 higher.

Flax very dull but slightly firmer, closing 1/4 to 1/2 higher. Trade featureless.

Wheat—	Open	High	Low	Close
July	131	131-1/2	130-1/2	131-1/2
Oct.	129-1/2	129-1/2	128-1/2	129-1/2
Dec.	132	132-1/2	131-1/2	132-1/2
Oats—				
July	62	62-1/2	61-1/2	62-1/2
Oct.	51-1/4	51-1/4	50-1/2	51-1/4
Dec.	48-1/2	48-1/2	47-1/2	48-1/2
Rye—				
July	109	109-1/2	108-1/2	109-1/2
Dec.	105	105-1/2	104-1/2	105-1/2
Oct.	106-1/2	106-1/2	105-1/2	106-1/2
Barley—				
July	84	84-1/2	83-1/2	84-1/2
Oct.	70-1/2	71-1/2	70-1/2	71-1/2
Dec.	74-1/2	74-1/2	73-1/2	74-1/2
Flax—				
July	139-1/2	139-1/2	138-1/2	139-1/2
Oct.	132-1/2	132-1/2	131-1/2	132-1/2
Dec.	132-1/2	132-1/2	131-1/2	132-1/2

Cash Grain Close
Wheat—1 N. 133 1/2; 2 N. 130 1/2; 3 N. 128 1/2; 4 N. 126 1/2; 5 N. 124 1/2; 6 N. 122 1/2; 7 N. 120 1/2; 8 N. 118 1/2; 9 N. 116 1/2; 10 N. 114 1/2; 11 N. 112 1/2; 12 N. 110 1/2; 13 N. 108 1/2; 14 N. 106 1/2; 15 N. 104 1/2; 16 N. 102 1/2; 17 N. 100 1/2; 18 N. 98 1/2; 19 N. 96 1/2; 20 N. 94 1/2; 21 N. 92 1/2; 22 N. 90 1/2; 23 N. 88 1/2; 24 N. 86 1/2; 25 N. 84 1/2; 26 N. 82 1/2; 27 N. 80 1/2; 28 N. 78 1/2; 29 N. 76 1/2; 30 N. 74 1/2; 31 N. 72 1/2; 32 N. 70 1/2; 33 N. 68 1/2; 34 N. 66 1/2; 35 N. 64 1/2; 36 N. 62 1/2; 37 N. 60 1/2; 38 N. 58 1/2; 39 N. 56 1/2; 40 N. 54 1/2; 41 N. 52 1/2; 42 N. 50 1/2; 43 N. 48 1/2; 44 N. 46 1/2; 45 N. 44 1/2; 46 N. 42 1/2; 47 N. 40 1/2; 48 N. 38 1/2; 49 N. 36 1/2; 50 N. 34 1/2; 51 N. 32 1/2; 52 N. 30 1/2; 53 N. 28 1/2; 54 N. 26 1/2; 55 N. 24 1/2; 56 N. 22 1/2; 57 N. 20 1/2; 58 N. 18 1/2; 59 N. 16 1/2; 60 N. 14 1/2; 61 N. 12 1/2; 62 N. 10 1/2; 63 N. 8 1/2; 64 N. 6 1/2; 65 N. 4 1/2; 66 N. 2 1/2; 67 N. 1/2; 68 N. 1/4; 69 N. 1/8; 70 N. 1/16; 71 N. 1/32; 72 N. 1/64; 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What of the Market?

Wholesale Market

[illegible]

Vegetables	
Brussels sprouts, local, dozen
Broccoli, local, dozen
Cauliflower, local, dozen
Carrots, local, per lb
Cherry, Okanagan, per lb

Cauliflower, per lb.	.....
Eggplant, local, crate	.....
Mushrooms, hothouse, No. 1	.....
Mushrooms, hothouse, No. 2	.....
Potatoes, lb.	.....
Squash, sack	.....
Tomatoes, new, per sack	.....
Turnips, new, per sack	.....
Carrots, densen bunches	.....
Local Potatoes	1.00 to
Beans, lb.	.....
Onions	.....

[illegible][illegible]

Lincoln Field Result

[illegible]

"Never Sell Canada Short"

We are confident that, following a reasonable alignment of prices, the market will in future offer as many opportunities to discriminating investors as it has done in the past. The resume of fundamental conditions sketched in the preceding paragraph should be reassuring to anybody who might have felt that a hard time has been made of the country's progress. The extent and diversity of Canada's resources are a sure shield against temporary depression in any one industry affecting seriously the entire economic life of the Dominion.

Moreover, as time goes on we shall be less and less influenced by prevailing industrial conditions in the United States.

Our present prosperity is not of the "boom" variety, but is the culmination of steady progress made over the past three years, and is therefore likely to continue unabated if no unforeseen circumstances arise. For these reasons we believe that investors in the securities of well-established companies engaged in the trade and commerce of the Dominion need have no apprehension for the future. To parody an ancient slogan, "Never sell Canada short!"

New York, July 14.—Shattuck, owner of the Schraft restaurants and candy stores in New York and Boston, is one of the big players. It sells around 110,000 shares and we believe will go for \$15 a share and \$15 in three years. It is the same type of successful up-to-the-minute company that Macy's. We thus assume that you buy this stock at any price but perfectly when the market has a little dip. A man confining himself to a few stocks of this kind for a year could make enough to satisfy anybody.

that will not cost too much money. They take too much out of earnings. They are going to open little retail stores in rented spaces all over the country. It will be a big thing.

Victor Talking Machine is another stock that we like very much for the bull that has big earnings and a bright future. We expect this company to earn nearly \$14 a share this year, and we look for much higher prices hereafter when the six months report comes out. Victor is an excellent stock to keep always on hand.

General Electric was asked by the general public what it intended to do in the revelation of big earnings made to the government. This company will earn an additional \$2 a share this year. The company said it was not sure if they show the increase or not. This will bring actual earnings up to somewhere in the general neighborhood of \$10 a share. The refrigerator was included. Companies like this cannot be bought on balance sheets. The big people keep the knowledge of the real profits to themselves. The refrigerator was used up "adequate" reserve for "bad times," but they are apparently willing to buy the stocks at these prices. I do not believe they are more likely to hide money than buy it, but after all they own the works and run it, so why worry about it? G. E. is a very good buy any old time, the cheaper the better.

Atlantic Refining is a kind of a mystery stock. It acts beautifully lately and the story is that they are going to blossom out with a profit of \$15 or \$20 a share this year. No one is quite sure why since they do not show their cards. Because we are not sure we cannot recommend it with full confidence but we have seen the best kind of buying here and believe that the stock will have a big advance.

Newmont Mining is getting ready to pull off another big deal. The stock has been bought and put away for 1000 years. We think it is one of the best gambles in metal stocks we know.

Texas Gulf is still being accumulated. Do not neglect this stock. It cannot break 63 unless we have a semi-panic and in its own quiet way will go to 75 or 80 when the big boys are ready. Safe and not spectacular, but profitable.

International Combustion is being run by Houdini Durant again, good luck to him. He is said to have bought 150,000 shares in Europe, and is going to put it much higher. We don't know

**Western Canada
Securities Co.
404 Canada Permanent
Bldg., Victoria, B.C.
G. L. Brown, District
Manager
Telephone 4161**

Strong Canadian Stocks Resist Market Decline

ing good profits. They have a fine
w grade of rayon, and one of the
ggest pools in the Street is in it.
y this any time for a nice ride. We
not know when it will start, but
is all right.

"SALADA" TEA

Best flavour-preserving package known—Airtight aluminum—Fine quality leaf—Delicious blending—fresh pure delicious—Over 200 million pounds sold—Put up in four grades—Black, Green or Mixed varieties—Test this tea.



The Wife-Ship Woman

By Hugh Pendexter

AUTHOR OF
KINGS OF THE MISSISSIPPI
BY GUYARD
A VIRGINIA SCOUTER

"Monsieur Brampion, you know me. It must always be that an eye calls for an eye. Blood demands blood. Treachery calls for exacting punishment. I will be just, which means the price must be paid. Whether it's one of my soldiers, a poor savage, or a runaway English, the price must be paid."

"Your excellency, I was told on Pontchartrain that you were grieved at something I was supposed to have done. I was warned that you would deal with me severely if I fell into your hands. I asked where I could find you, and the answer was 'Ship Island.' Behold, I am here. Suppose you tell me what I have done to merit your displeasure. I have waited long here to be told."

"No, no, monsieur! Your assurance shall not blind me," he sternly replied. "I have no time to play with words. You know without being told how you have betrayed me."

"You would have a hard time proving your innocence. You are English. For three years you have been up and down the river, and I know it has been said that you dare not go back to Carolina or Virginia. How do we know that is true? The last time you were here forty of my men deserted immediately after you went up the river."

"So have they deserted before I ever saw the river. So they will continue to desert as long as they are allowed to run loose with the savages and forget the lessons of discipline. They have deserted to Pensacola as well as to the English colonies. They are protected by the priests in Pensacola even now. I repeat, on my oath, that I never encouraged a single desertion. Duty has driven me here, your excellency, not because of my deserters that I will not complete my errand."

"As I spoke I dropped on my knees in the sand and drew my knife."

"Can you read this?"

"And with the knife-point I carefully began a picture in the sand. He stared down at my work, his broad forehead developing creases."

"Yes, I can read that," he slowly murmured. "It is a Spanish declaration of war against me. But I do not believe it."

"H—I—I cried, springing to my feet and thrusting the knife back in the sheath. "You only all send me to the galleys, but you will insult me first!"

"I can hold deceit to be excusable when you are at this against the galleys," he answered. "I have not in-

tended to insult you, simply to speak what is in my heart. Monsieur Brampion, you know the Indians of the valley. You must know that a declaration of war, posted within the limits of any French settlement, would never be left for you to bring to me. And I have heard the news from no one else. Enough of this I trust the English as I would that lying Recollet priest Hennepin, who did so much mischief by his curiously false description of this country."

"There was nothing for me to say, and I stood and stared over the Gulf."

"Pennsylvania has sent out scouts for three years on the Ohio and the Mississippi to learn what the French are doing."

"Yet Governor Spotswood, only this last Spring reported to the Lords of Trade that the French have a settlement at Habbamalas. I was told this in Canada by a friendly Carolinian. It shows that Spotswood's scouts have been ten years in learning of the French occupation of Alabama. It would seem that the English scouts are a small danger."

He wrinkled his brows in perplexity. "If I were what he charged, then I must be of but small value to the English for not having reported the Alabama settlement in 1717, when I first visited the lower river. As a matter of fact I had never dreamed that my countrymen were in ignorance of conditions which had existed ever since 1710."

After a brief silence he asked: "You say the Spaniards have visited the Missouri by an overland trail from Santa Fe?"

"They joined the Paducahs near the Kansas River, intending to raid Fort Chartres. The entire invading force was killed by the Osage Indians."

"But you did not say this before, that they were killed, that they came to attack Chartres!" he cried, now betrayed into a bit of excitement.

"I considered the thing most important to you to be the fact that there is an overland trail to Santa Fe, practical for troops. I save unimportant, but interesting details for friends. There is no danger to Fort Chartres."

"We will go back in your boat," he muttered, leading the way to where the two Mattores were impatiently waiting for me. With them were two women. "How do I know the Natchez have declared war?"

The question satisfied me he was beginning to weaken, to doubt my guile. "Impose your cursed sentence and have done with it," I exploded. "But

do not insult me further unless you are ready to give me satisfaction."

As I grew hot he grew cold and eyed me curiously.

"The governor of Louisiana can hardly fight with a felon. He will not fight with a friend," he quietly remarked.

"If the Natchez have struck the Warrior's Post—and I will soon learn the truth—I shall suspend sentence on you until I can probe deeper into the desertions. Here, you, Jules Mattori! We go back at once. We have no room for women. They must go in the pockets."

"But please, Monsieur your excellency," pleaded old Jules, "these will be our wives."

"Not while you have Indian wives on Lake Borgne," growled the governor. "I will not have the Choctaws about my ears because their adopted brothers are playing fast and loose with their women. You two young women will return to your companions. Not a word, Mattori, I am in a bad mood. Up with that sail and set me across with all haste."

The voyage was uneventful until we drew near the Deer Island channel and sighted a small pirogue rounding the eastern end. Bienville rose to his feet, snatched up one of my robes and waved it back and forth until the two men in the pirogue observed the signal. A moment of hesitation, and then they shifted their course and paddled briskly toward us. They were young, well-complexioned fellows of the pronounced French voyageur type, and both were strangers to me.

"Ho, Jean Dumouy, what brings you here?" demanded Bienville. "A speaking-bark from Monsieur le Page du Pratz of Bayou St. Jean, your excellency," replied the fellow holding to the side of our boat, and using the Indian term for the written message.

The governor read the communication with compressed lips; then asked: "You have just arrived?"

"With all haste. Yes, your excellency. We were making for the fort when we saw the boats and turned back, thinking to find—"

"Enough! Go to the fort and get food and drink. I will have a message for you to take back."

As the pirogue dropped away Bienville reread the message with frowning brows. Du Pratz had spent much time among the Natchez. Knowing the message was from him I was not surprised when Bienville came aft and informed me:

"You heard the boatman. Monsieur du Pratz writes to inform me the Natchez have declared war for the Month of Peaches. Some of his men brought the news down the river. They must have been close on your heels."

I recalled my impression of the object in the river moving behind the mass of drift. As I remained silent Bienville stiffly added:

"I make my apologies for seeming to doubt your word."

"You owe me no apologies. I owed it to myself to tell you with all haste, seeing that I make free of the lower Mississippi where you rule. Perhaps my motive was a selfish one; perhaps I feared the Natchez in going to war might mistake me for a Frenchman and stick an ax in my head."

"We will have a talk later," he muttered, his powerful mind already forecasting the future and seeking ways and means to mollify or block the Natchez. "I do not say I shall lift the peace calumet to you; but just now I feel more tolerant."

Take the share of the Mississippi company my stock was going up. I knew my promptness in bringing the Natchez news had proved to be the strongest kind of medicine for me. And in a like manner he often escaped a dangerous climax by stumbling upon some situation which I could twist to my own use and benefit. I was entirely composed by the time we landed on the east shore of the bay near Fort Maurepas.

Bienville led the way to a grove of pines and threw himself on the needles and motioned me to take my ease. He began:

"Monsieur Brampion, I have decided that I believe you when you say you had nothing to do with the desertion of my soldiers. There would be no reflection on your personal honor if I were forced to believe the contrary. Now have I any proof that you are an English spy. Now, monsieur, you have lived much along the river. Tell me what you consider to be France's greatest help and her greatest hindrance in developing the Mississippi Valley."

(To Be Continued)

IN THE AIR

SATURDAY, JULY 14

CPCT (775.5) Victoria, B.C.
6 p.m.—The closing market quotations by the B.C. Stock Corporation, Ltd.
6:23 p.m.—The B.C. Bond Corporation, Ltd., weekly market quotations—offer the Sunset astetite, in an entertaining programme of the latest dance music.

12:30 p.m.—Chen: The official weather report and forecast; West Coast Information Service; Eastern time signal by Wilkerson, Strayer.
5:30 p.m.—Capt. R. P. Matheson, Independent Conservative candidate, will address the radio audience.

5:15 p.m.—Special broadcast for the Victoria Conservative Association. The four Conservative candidates will address the radio public.

National Broadcasters' Programme
5 a.m.—Time Signal.
5:45 p.m.—Song Festivities.
8:30-10 p.m.—Union Oil Hollywood Bowl Symphony concert.

10-12 p.m.—The Big Show.
KFRC (484.3) San Francisco, Cal.
6:30-7 p.m.—The Cecilia.
6:45 p.m.—Concert orchestra: soloists.

8-10 p.m.—Orchestra.
10:10-11 p.m.—Dance music.
10:12 p.m.—Dance orchestra.
12:10-12:30 a.m.—Orchestra and tenor.

KJLJ (269.5) Los Angeles, Cal.
7:30-8 a.m.—Physical Culture Period.
8:30-9 a.m.—The Story Man.
9:30-10 a.m.—Organ recital.

10:15-11 p.m.—Dinner hour.
7:50 p.m.—Spartan Music hour.
8:45 p.m.—Concert orchestra.
9:10 p.m.—Concert orchestra.

10:12 p.m.—Hollywood orchestra.
KFVE (267.3) San Francisco, Cal.
5:30 p.m.—Brunswick concert.
5:45-7 p.m.—Dinner hour programme.

8-10 p.m.—Dance music.
10:03-11 p.m.—Dance music.
KJLJ (269.5) Los Angeles, Cal.
5:45 p.m.—Table.
6:45 p.m.—Orchestra.

6:45-7 p.m.—Travelogue.
8-12 p.m.—N.B.C. programme.
KJLJ (269.5) Los Angeles, Cal.
6:30-7 p.m.—Old-time dance orchestra.
7:30-8 p.m.—Dinner concert.

8:30-9 p.m.—Dinner concert.
9:30-10 p.m.—Dinner concert.
10:10 p.m.—Stripped Writing Contest.
10:11 p.m.—Orchestra and pianoforte.

KMO (254.1) Tacoma, Wash.
5:30-6 p.m.—Orchestra.
6:30-7 p.m.—Pops and Classical Music.
8:30-9 p.m.—India programme.

KOW (491) Portland, Ore.
6-7 p.m.—Concert programme.
8-12 p.m.—N.B.C. programme.
KFOA (471.5) Seattle, Wash.
6-7 p.m.—The Wastide Three.

7:30-8 p.m.—Boy Scout programme.
7:30-8 p.m.—Camp Fire Girls programme.
KJRS (245.4) San Francisco, Cal.
6-8 p.m.—Dinner hour music.

8-10 p.m.—Dance music.
KJRS (245.4) San Francisco, Cal.
5:30-6 p.m.—Popular programme.
5:45-6 p.m.—Amusement Revue.

6:30-7 p.m.—Dinner concert.
7:30-8 p.m.—Concert programme.
8:30-10 p.m.—Studio programme.
10-12 p.m.—Pops and Classical programme.

KFOZ (252.4) Hollywood, Cal.
5:45-6 p.m.—Dinner programme.
6:30-7 p.m.—Trio.
7:30-8 p.m.—Orchestra.

8:30-9 p.m.—Request programme.
9-10 p.m.—Masters programme.
11-12 p.m.—Pantheon.
KFO (472.3) San Francisco, Cal.
6-7 p.m.—Music.

7-8 p.m.—Studio programme.
7:30-8 p.m.—Concert programme.
10-12 p.m.—N.B.C. programme.
KFOA (471.5) Seattle, Wash.
6-7 p.m.—Music.

7-8 p.m.—Studio programme.
7:30-8 p.m.—Concert programme.
10-12 p.m.—N.B.C. programme.
KFOA (471.5) Seattle, Wash.
6-7 p.m.—Music.

7-8 p.m.—Studio programme.
7:30-8 p.m.—Concert programme.
10-12 p.m.—N.B.C. programme.
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10-12 p.m.—N.B.C. programme.
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10-12 p.m.—N.B.C. programme.
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10-12 p.m.—N.B.C. programme.
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10-12 p.m.—N.B.C. programme.
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10-12 p.m.—N.B.C. programme.
KFOA (471.5) Seattle, Wash.
6-7 p.m.—Music.

7-8 p.m.—Studio programme.
7:30-8 p.m.—Concert programme.
10-12 p.m.—N.B.C. programme.
KFOA (471.5) Seattle, Wash.
6-7 p.m.—Music.

7-8 p.m.—Studio programme.
7:30-8 p.m.—Concert programme.
10-12 p.m.—N.B.C. programme.
KFOA (471.5) Seattle, Wash.
6-7 p.m.—Music.

7-8 p.m.—Studio programme.
7:30-8 p.m.—Concert programme.
10-12 p.m.—N.B.C. programme.
KFOA (471.5) Seattle, Wash.
6-7 p.m.—Music.

7-8 p.m.—Studio programme.
7:30-8 p.m.—Concert programme.
10-12 p.m.—N.B.C. programme.
KFOA (471.5) Seattle, Wash.
6-7 p.m.—Music.

7-8 p.m.—Studio programme.
7:30-8 p.m.—Concert programme.
10-12 p.m.—N.B.C. programme.
KFOA (471.5) Seattle, Wash.
6-7 p.m.—Music.

KJLJ (269.5) Los Angeles, Cal.

5:30-6 p.m.—Bible Students.
11-12:30 p.m.—Church services.
8:30-9 p.m.—Special school.
8-9 p.m.—Bible Students Association.

8-9 p.m.—Church services.
KJLJ (269.5) Los Angeles, Cal.
10 a.m.—Musical programme.
8 p.m.—Night Opera hour.

9-11 p.m.—Radio Revue.
11-12:30 p.m.—Central M.E. services.
4-5 p.m.—N.B.C. programme.
5-6:30 p.m.—Concert.

5:30-7:30 p.m.—N.B.C. programme.
8-9:30 p.m.—N.B.C. programme.
9:30-10:30 p.m.—Bible Students.
KOMO (269.5) Seattle, Wash.

11-12:30 p.m.—Plymouth Cong. Church.
12:30-1 p.m.—Organ recital.
1-2 p.m.—George Kosov's Trio.
2:30-3 p.m.—Tenor and soprano.

3-5 p.m.—N.B.C. programme.
5-6 p.m.—Kosov's Trio.
6:30-7:30 p.m.—Standard Symphony hour.
7:30-8 p.m.—Trio and pianist.

8-9 p.m.—First Church of Christ.
8:30-9 p.m.—N.B.C. programme.
9:30-10 p.m.—Tenor and trio.
10-11 p.m.—Orchestra.

KGO (264.4) Oakland, Cal.
11-12 noon—First Methodist service.
1-2 p.m.—N.B.C. programme.
2:30-3 p.m.—N.B.C. programme.

3:30-4 p.m.—N.B.C. programme.
4:30-5 p.m.—First Methodist service.
5-6 p.m.—N.B.C. programme.
KFO (422.3) San Francisco, Cal.

9:45-10:45 a.m.—Church services.
10:45-11:45 a.m.—N.B.C. programme.
7:30-8 p.m.—Theatre concert.
8-9:30 p.m.—Organ recital.

9:30-10 p.m.—Concert orchestra.
9:30-10 p.m.—N.B.C. programme.
KJRS (245.4) San Francisco, Cal.
11-12:30 p.m.—Lunchroom programme.

4-5 p.m.—Semi-classical Gens.
5-7:30 p.m.—Dinner music.
KFOZ (252.4) Hollywood, Cal.
8-9 p.m.—Cortez programme.

9-10 p.m.—Pantheon.
KFO (472.3) San Francisco, Cal.
11-12:30 p.m.—Musical programme.
12:30-1:30 p.m.—Musical programme.

1:30-2:30 p.m.—Organ recital.
2:30-4 p.m.—Lone Beach Municipal Band.
4:30-5:30 p.m.—Popular Record Release.
5:30-6:30 p.m.—Orchestra.

5:30-6 p.m.—Old-time fiddlers.
6-7 p.m.—Jazz band.
7-8 p.m.—Ladies' Mandolin orchestra.
KJLJ (269.5) Los Angeles, Cal.

9:30-10:30 a.m.—First M.E. Church services.
10:30-11:30 a.m.—First M.E. Church services.
11:30-12:30 p.m.—Late Recordings.
1-2 p.m.—Seattle.

2-3 p.m.—Concert Ensemble.
5-6 p.m.—Sunset quartette.
5:15-6:45 p.m.—Dinner music.
7-8 p.m.—First M.E. Church services.

10-11 p.m.—The Viennese quintette.
11-12 p.m.—Chimes.
KJRS (245.4) San Francisco, Cal.
8:30-9:30 p.m.—Four Square Gospel services.

9:30-10:30 a.m.—Church services.
12:30-1 p.m.—Organ recital.
7-8 p.m.—Organ recital.
7-8 p.m.—Benson Hotel Orchestra.

7-8 p.m.—Church of Christ, Scientist.
9-10 p.m.—Musical Comedy hour.
KJRS (245.4) San Francisco, Cal.
12:30-1:30 p.m.—Musical.

1:30-2:30 p.m.—First United Pres. Church.
10:45-11:45 a.m.—Musical.
12:30-1 p.m.—Classical Recordings.
1-2 p.m.—Studio programme.

2-3 p.m.—Studio programme.
2:30-4 p.m.—Lone Beach Municipal Band.
10 a.m.—First Presbyterian services.
1 p.m.—Bible Students Association.

2 p.m.—Musical programme.
4 p.m.—Golden State Band.
5:15 p.m.—All Souls Church services.
6 p.m.—Talk.

6:30 p.m.—Hollywood Unitarian Church.
7 p.m.—First Presbyterian services.
8 p.m.—Concert orchestra.
KJRS (245.4) San Francisco, Cal.

9:45-10:45 a.m.—Bible Class.
11 a.m.—Services of Baptist Church.
7:45 p.m.—Services of Baptist Church.
KJRS (245.4) San Francisco, Cal.

2-3 p.m.—Bible Students.
2-4 p.m.—Services of Presbyterian Society.
4:30-5 p.m.—Concert quartette.
KJRS (245.4) San Francisco, Cal.

10:45-12:30 p.m.—Church of the Open Door.
8-9 p.m.—Studio Vesper services.
8:45-11 p.m.—Recorded music.
10:45 p.m.—Church of the Open Door.

9-10 p.m.—Old hymns: quartettes and solos.
KJRS (245.4) San Francisco, Cal.
10-11 p.m.—Bible Students.
12:30-3 p.m.—Popular Recordings.

3-4 p.m.—Concert Selections.
4-5 p.m.—Variety Record.
6:30-7 p.m.—Old-time music.
8-10 p.m.—Bible Students.

10-11 p.m.—Dance records.
KMO (254.1) Tacoma, Wash.
1-3 p.m.—Music of the Ages.
4-5 p.m.—Dinner hour programme.

6-7 p.m.—Trio.
7:30-9 p.m.—First Baptist Church.
KJRS (245.4) San Francisco, Cal.
7:50-9 p.m.—Church of Christ, services.

9-10 p.m.—Musical programme.
10-11 p.m.—Dance music.
KJRS (245.4) San Francisco, Cal.
8-10 p.m.—Orchestra.

KJRS (245.4) San Francisco, Cal.
5-6 p.m.—Organ recital.
6-12 p.m.—Dance orchestra.
KJRS (245.4) San Francisco, Cal.

2:30-3 p.m.—Sunday School.
3-5 p.m.—Church services.
7:30-10 p.m.—Old Tidings services.

to form a syndicate in the near future for the operation of the property. Machinery will then be purchased. Northern people will be given the first opportunity to subscribe, and later southern capital may be included. No difficulty in marketing ore is anticipated.

Mr. Brugg has received numerous inquiries from agents of European manufacturers, and these agents are ready to make contracts for regular shipments of high grade ore or concentrates. All available data possible has been gathered regarding price and markets.

The Beach Molybdenum is located on the beach four miles down the inlet from Alice Arm, its proximity to tidewater ensuring a minimum cost for transportation.



"I wasn't buying adjectives—I wanted FACTS"

Said one owner.

That's Why He Bought a Whippet Six

We presume you too, want the unadorned facts. Facts that are the outcome of exhaustive tests. So here they are in brief form. A two-minute study of these facts about the Whippet Six will prove to you that in all your automobile experience you have never seen so much value for so little money—never.

1. NEW WORLD'S RECORD for speed and endurance in a 24-hour run of 1357.5 miles.
2. 7-BEARING CRANKSHAFT (instead of the usual 3 or 4) gives vibrationless smoothness and brilliant performance.
3. HIGH-COMPRESSION ENGINE—speed over 65 miles an hour, and the ability to maintain it steadily.
4. ACCELERATION—5 to 25 miles in 7.2 seconds.
5. ECONOMY—24.7 miles per gallon—oil consumption remarkably small.
6. LOW-SWUNG BODIES in rich color tones, smart interiors luxuriously upholstered.
7. THE LOWEST PRICE IN THE WORLD for a 6-cylinder car with 7-bearing crank shaft, Invar-strut pistons, silent timing chain and many other advantages.

Willis-Overland has been doing some great things this last four years—and the new Whippet cars are in many respects the greatest things Willis-Overland has done. Record breaking sales prove the public's marked preference for Whippet values. The first five months of 1928 were by far the greatest in Willis-Overland history.

In May of this year 44,559 Willis-Overland cars were shipped. Demand continues at the same high level. July marks the two-millionth automobile by Willis-Overland. Production during the first half-year just completed greatly exceeds the entire output for 1927. This unit volume now makes Willis-Overland the industry's third largest producer.

Step in and see these remarkable cars—enjoy a demonstration. Only then can you fully realize their unapproached value.

Whippet Six Prices: from \$815 to \$985. Whippet Four Prices from \$625 to \$810. All prices f.o.b. Factory, taxes extra.

FOUR COACH
\$725
F.o.b. Factory, taxes extra

SIX COACH
\$915
F.o.b. Factory, taxes extra

Made by the makers of the famous Willis-Knight

THOMAS PLIMLEY LIMITED

1010 Yates Street, Victoria, B.C.

Thos. Weeks & Sons Nanaimo

Beach Molybdenum To Be Worked Now

Development on the Beach Molybdenum property, owned by G. W. Brugg and William McFarlane of Alice Arm has been materially advanced. Considerable underground work has been done at various times, all of which has fully realized the expectations of the owners in regard to ore quantities and values, says the Alice Arm Herald.

The ore is a high grade molybdenum, and the driving of a lower tunnel will undoubtedly give a much greater tonnage of ore. It is claimed by experts who have examined it to be among the best, if not the best molybdenum property in Canada. It is the intention of the owners

BOOTS AND HER BUDDIES—Ferdie Was Just Fooling

—By MARTIN



Book of Knowledge

Sketches by Bessy.
Synopsis by Braucher.

OWLS' HABITS



The Snowy Owl of the Arctic regions disliked settled countries, but sometimes comes down into the United States, forced by hunger. Weather prophets say the appearance of the Snowy Owl in this country spells a long, hard winter. The artist has sketched a Snowy Owl above. It gets its name partly from its habits, partly from its white face.

By NEA, Through Special Permission of the Publishers of The Book of Knowledge, Copyright, 1923-24.



Here is a Fish-Owl of Africa. On its feet are horny spicules, so that when he seizes his prey in the water, it cannot escape.

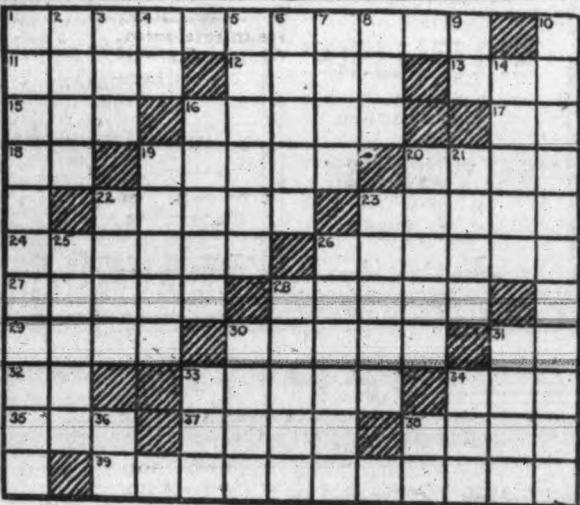


The Tawny Owl, sketched above, is a true wood owl and its haunting note can be heard a long way. It is common in Europe, Africa and Asia.



There is a little owl in America which has followed the lead of many harried mammals and taken to the ground for its home—the famous Burrowing Owl. Burrowing Owls share the homes which other powers have made—the homes of burrowing rodents, not only lodging with their hosts but boarding on them. They eat young mice and an occasional reptile.

Sketches and Synopses, Copyright, 1923, The Griller Society. (To Be Continued)



HORIZONTAL

- Parade.
- Seed of certain leguminous plants.
- Fetid.
- Silkworm.
- To sink in spots.
- Sandpiper.
- Like.
- Standard of type measure.
- Pieces of metal money.
- English title.
- Wooden box composed of slats.
- Australian wattle tree.
- Silk plush.
- To take away the weapons of.
- To accumulate.
- Climbing species of pepper.
- Wigwag.
- Bed laths.
- Dad.
- Within.
- Saw.
- 2,000 pounds.
- Type of poem.
- Portion.
- Pertaining to air.
- One who owns a rental contract.

VERTICAL

- Remark.
- Suture.
- Label.
- Half an em.
- An explosive.
- To fall into line.
- Points.
- Small fresh water fish.
- Point of compass.
- A crime less than a felony.
- More uncommon.
- Flies.

HARVEY DURANT
ALL L SAW O
ULNA HOG TALL
SET TIBIA YES
TO REVERTS AT
O SOLE LOLL O
NATAL L MEALY
DUD CAP DUE
COD DAVIS DAY
AR PARAGON SE
BECAME SWEDEN

Solution of Yesterday's Puzzle

Monday's Horoscope

MONDAY, JULY 16, 1928

Astrology reads that this day is dominated by a benefic aspect, which should be fortunate after noontime.

This early morning hour may be destructive to wise decisions and may cause uncertainty of purpose. At this season depression and lassitude may be prevalent. For the planetary government seems to preface lack of energy. This is read as rather an unlucky way for navigation and those who

travel air routes should be cautious in choosing their conveyances. Under this direction of the stars there is likely to be a strong tendency to gossip and to deal in personalities. If the stars are rightly read there is indirect or delayed success for a Presidential candidate. The Autumn elections will bring sur-

prises in all grades of offices from President of the United States to the least important places. Uranus continues all through the month to exercise an adverse influence that may greatly disturb certain foreign governments. Saturday is held responsible for the

tendency toward immense combinations of business enterprises. South America will command attention as the Autumn begins, and will enter into closer trade relationships. It is prophesied. The Middle West is to focus much public interest through the next six weeks, the stars foretell.

Persons whose birthdate it is should avoid changes and travel in the coming year. Children born on this day probably will be straightforward and dependable. Subjects of this sign are great lovers of peace. (Copyrighted by McClure Newspaper Syndicate)

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BRINGING UP FATHER



By GEORGE McMANUS

MUTT AND JEFF—Manager Mutt Makes Kid Sneez do Eight Miles Roadwork



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Sold by
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GLENN RD., V.I.

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1108 DOUGLAS ST. PHONE 7099

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If you have tried everything else and failed to obtain relief ask your druggist for **DR. MARTEL'S FEMALE PILLS**. In sealed TINS with our signature, AND ACCEPT NOTHING ELSE. Not something new, but an old reliable remedy, RECOMMENDED AND SOLD for half a century, no dangerous drugs, no delay. The price is \$2.00 (Box for \$3.50 for "SPECIAL PILLS" for serious cases). Mailed on receipt price. **KNICKERBROKER REMEDY CO.** 482 W. Wellington St., Toronto, Can.

WORKMAN INJURED
Vancouver, July 14—When the fall-line of the tackle supporting a bousin's chair slung sixty feet above ground on a smoketack at Robertson & Hackett's mill, at 2 Granville Street bridge was carried forty feet through the air in a high wind yesterday from the foot of the stack into a revolving shaft, James Vinoly, 1929 Brock Street, who was in the chair painting, was hoisted from his precarious perch and received serious injuries. After falling straight for fifty feet, he struck a sawdust conveyor and bounced off and tumbled the remaining ten feet to the ground. He was picked up and taken to a hospital, where his left leg was found to be broken. He is believed to have suffered internal injuries.

BOY AT PLAY HURT
Vancouver, July 14—Billy Beeson, twelve, 1049 Clark Drive, Vancouver, was pushed over the railing at the entrance to No. 9 Fire Hall while he was playing with another lad at 1245 p.m. yesterday and broke his left arm between the wrist and elbow.

MAN INJURED
Vancouver, July 14—Harold Box, 56 Fifth Avenue East, stumbled and fell as he was carrying steel plates from the main building of the Dominion Bridge Works at 275 First Avenue West, yesterday afternoon and suffered internal injuries. The plates fell clear of the man.

To Build Up The System.

"Fellows" Syrup contains just the right "chemical" foods to restore strength and vigor after sickness.

Recommended by doctors throughout the world for

Loss of Appetite, Nervous Debility, Retarded Convalescence, Anemia, Malnutrition, Bronchial Troubles.

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"FELLOWS" SYRUP

VOTERS OF METCHOSIN CONDEMN TACTICS OF OPPOSITION CAMPAIGN

(Continued from page 1)

Mrs. Smith referred to Mr. Pooley's detractors in the course of her speech last night. Her critics and opponents, she said, were "the worst kind of liars." As the Irishman said, "Half the lies they tell are not true." I am not boasting about issuing writs, but there are constitutional methods I propose to take, when this campaign is over. Character assassination is one of the things decent people will not stand for, and I don't propose under any circumstances to allow some of the things that have been said to go by the board.

GREAT RECEPTION

Mrs. Smith was accorded one of the best receptions she has yet received, and her remarks were frequently punctuated by applause.

The chairman, later in the meeting, added another Pooley misstatement to the already long list. "When Mr. Pooley was at Cobble Hill the other evening," he said, "he told them that Mr. Helgeson of Metchosin was one of his strongest supporters." Mr. Pooley waited until I vote for him, he will have to wait a long time.

CHALLENGES POOLEY

A. T. Weight, president of the Esquimalt Township Liberal Association, referred extensively to what he termed the "half-truths" of Mr. Pooley's reform utterances. One Pooley statement was that the road wages in the Omineca and Prince Rupert districts were higher than in the Esquimalt district. His idea being to represent that the workmen of his own riding were being discriminated against, but the Conservative House leader knew perfectly well that the rate of living was considerably higher in the north, and that that was the reason for the disparity. Another Pooley statement was that it was necessary to have a "red ticket" in order to get a job on the roads, and that a man by the name of Weight had issued a good many of these tickets.

Mr. Weight went on to say that Mr. Pooley had denied that he was adopting underhand and underhanded methods, and he had particularly denied that he had furnished Trevor Keene with type-written lists of questions to be asked at Liberal meetings. "At the Shawigan Lake Liberal meeting," said Mr. Weight, "Mr. Keene said to the Hon. Ian MacKenzie: 'Do you want to tell me that Mr. Pooley has furnished me with a lot of false information?' Mr. Keene said 'Yes.' I said to him, 'He denies it.' Mr. Keene replied, 'He can deny it as much as he likes. He is not telling the truth. He furnished me with a lot of false information. What noteworthy that Mr. Keene took the chair for Mr. Carlow at Cobble Hill the other evening, making still another break in the ranks of the disunited Conservative Party.'

Mr. Weight went on to say that Mr. Pooley had denied that he had furnished Trevor Keene with type-written lists of questions to be asked at Liberal meetings. "At the Shawigan Lake Liberal meeting," said Mr. Weight, "Mr. Keene said to the Hon. Ian MacKenzie: 'Do you want to tell me that Mr. Pooley has furnished me with a lot of false information?' Mr. Keene said 'Yes.' I said to him, 'He denies it.' Mr. Keene replied, 'He can deny it as much as he likes. He is not telling the truth. He furnished me with a lot of false information. What noteworthy that Mr. Keene took the chair for Mr. Carlow at Cobble Hill the other evening, making still another break in the ranks of the disunited Conservative Party.'

Mr. Weight said Mr. Pooley had challenged the statement that he had betrayed the public interest in connection with the transfer of the Esquimalt Waterworks system to the city of Victoria. He led the Reeve of Esquimalt to believe that he had asked Mr. Pooley to introduce the amendment, knowing all the time that he had countermanded the request. Mr. Pooley should have seen that Esquimalt was not a square deal. Because he neglected to look after its interests, there is no no-bitterness clause of any kind. The Colwood golf course was worth \$5,000 of water every year for only \$500 and that arrangements continue for ten years. Mr. Pooley knew all about this, but he never raised a hand.

MR. IVEL SPEAKS
W. M. Ivel, of Victoria, during the course of an able speech, said R. H. Pooley's tactics towards R. H. Smith would be resented by every thinking man and woman, not only in the constituency, but in the whole Province. Mr. Pooley, apparently, had not yet realized the part that women were playing in the political life of the country. Continuing, Mr. Ivel said that Mr. Pooley had come direct from Ottawa and his identification with the apostles of gloom, and he apparently had been inuoculated with the same ideas. Conservatives said that expenditure had increased of course they had. There had been an increase of twenty-six per cent. But the Tories would not tell the information that over the same period protection had increased by eighty-six per cent. In order to make \$86,000. Taxes had been reduced during the same time. In 1914 they were 12 per cent of production; to-day they were 8 1/2 per cent. That was the result of sound financial policy.

Dealing with Dr. Tolmie's manifesto, Mr. Ivel said nine-tenths of it strongly endorsed the MacLean administration, and in the other tenth he asked the electors to give him a period of apprenticeship, saying in effect, "I don't know anything about it, but if you elect me I will investigate and see what can be done."

One extraordinary part of Dr. Tolmie's manifesto related to agriculture, said Mr. Ivel. "Put your idle hands to work to feed our people," it stated, "and freight rates will not so much concern us."

"In modern business," remarked Mr. Ivel, "you must get your product to the consumer at the lowest possible cost. I was in a butcher store in Victoria the other day when some carcasses of lambs were brought in. The butcher said the lambs came from the Islands, and that the freight cost more than the meat. An incident like that proves that freight rates do concern you. Every farmer in this building to-night knows that the cost of getting goods to market is one of the essential things, and the Liberal Government has been alive to the situation, for in freight rate reductions it has saved the Province over \$30,000,000. Are you going to turn out a government like that just because some people say it is time for a change? If a change is necessary at all, it is in the representation of the Esquimalt constituency."

In introducing Mrs. Smith, the chairman referred to the time when her late husband, Ralph Smith, represented the Island, and was in the mental not only in securing the first poll for the Metchosin district, but also many other things for the public welfare.

MR. SMITH GIVES FORTUNE TELLING

Mrs. Smith, although manifestly tired after so much strenuous campaigning, delivered one of her characteristic addresses—no personalities of any kind, but well-reasoned, convincing arguments in favor of the Government's return to power, based on its achievements in social legislation, the money markets of the world, the result of careful financing, and its development of the Province along all lines of industrial, commercial and agricultural endeavor. She had some fun at the expense of her opponents, whose glittering generalities about the public debt, she said, sent it rocketing by \$5,000,000 every five minutes. The last quotation on the Opposition board was \$125,000,000, so perhaps it was fortunate that the election would be held as early as the eighteenth, otherwise the figures might go into the billions.

PRODUCTIVE DEBT

The hard-headed business men of the Opposition, she went on to say, knew all about the term "productive debt" when they made out their own balance sheet. It was a caution flag when it related to the bigger business of the Province. In other words, they go to the bank and borrow money on the strength of their own productive debt, but they ride the idea that the productive debt of the Province is a physical asset.

"Opposition critics," Mrs. Smith stated, "may condemn the Government because of its indebtedness, but their attitude is strangely at variance with the views of such an influential monetary medium as The Financial Post, or even with the opinions of such strongly Conservative papers as The Montreal Star and The Vancouver Province."

Regarding the Pooley criticism that the West Coast road would not be built, Mrs. Smith said: "The West Coast road is going to be built, or the Government will hear from Mary Ellen. I have the assurance of the Government that the road is going through. More than that, a stretch of six miles is already graded. The bridge is completed over the Jordan River. Ganges and the Victoria road are in clearing, slashing and grading. The road will be built, and the road would not be built if it were not for the development of the district."

Already three concerns intending to start in business on the West Coast have been holding back because of the baseless Conservative propaganda. That is the kind of damage these blue ruin articles are doing."

Mrs. Smith read the following telegram she had received: "In North Vancouver Thursday night Alderman Bridgeman, a lifelong Conservative, and Robert Vincent, a Conservative candidate in 1920, took the platform supporting MacKenzie and MacLean, saying good government merited support, and that the Liberal Government was an above party."

In commenting upon this, Mrs. Smith said no party had developed the Province like the Liberal Party. The outlook for the future was bright. A feeling of confidence had been established such as had never been realized before.

"I have heard of one or two men," she continued, "who said that they will never vote for a woman. They forget that some of the brightest pages in English history were supplied by women. Victoria, and in the good old Book we read that Deborah was made a judge and regent in justice and mercy for over forty years, so that I do not think you need to be afraid of the Esquimalt constituency in my hands."

Other addresses were given by Alderman Litchfield of Victoria, and Mrs. J. Pilgrim. The ladies of the district afterwards served much-appreciated refreshments.

MEXICAN FLIER KILLED IN CRASH

Capt. E. Carranza Loses Life While Attempting Washington-Mexico City Flight

Mount Holly, N.J., July 14.—Captain Emilio Carranza, Mexican aviator, was killed in a plane crash in a wooded section twenty-five miles from here while attempting a non-stop flight from New York to Mexico City.

The body was found yesterday by John Carr of Shady Ridge, N.J. The belief is that the plane was struck by lightning during a heavy thunderstorm that visited this region Thursday night. Captain Carranza was passing on his non-stop flight back home. The flash tore the wings away, it is believed, and sent the speeding plane careening to earth.

The body was found sixty feet from the plane, and in the opinion of detectives probably had been thrown from the falling plane before the crash.

SECRET EXPRESSED

New York, July 14.—Rodrigo de Llanos, director of Excelsior, the Mexico City newspaper which sponsored Captain Emilio Carranza's Mexico City-Washington flight, was "too astounded to speak" when informed by the Associated Press that the body of Carranza had been found near his wrecked plane near Mount Holly, N.J.

In a statement issued later he said: "Seven days ago Captain Carranza told me he had decided to make a non-stop flight back to Mexico City. I advised him to be careful and told him he already had made a name for himself and that he should not expose himself to unnecessary risk—that he should return to Mexico and aid in the development of aviation there."

He said then that he would make his plans according to the weather. Thursday afternoon he telephoned me and said he had decided to postpone his departure from Roosevelt Field. I was not present at the field and was surprised when told he had left in the face of the storm that was raging about New York City Thursday night."

WARSHIP TO CARRY BODY

Washington, July 14.—President Coolidge has tendered President Calles of Mexico the battleship Florida to carry the body of Captain Emilio Carranza, Mexican aviator, back to Mexico.

THREE FLIERS KILLED

Palacios, Texas, July 14.—Three men up for a pleasure ride in an aeroplane fell to their deaths when their plane plunged 250 feet into a street here yesterday.

AT THE THEATRES

ORIGINALITY FINDS CHANCE IN PICTURES

It took twenty years of performances behind the footlights for Hayden Stevenson to discover that he would rather play in motion pictures. He is now appearing in a featured play with Reginald Denny in "On Your Toes," the Universal-Jewel now at the Capitol Theatre.

Barbara Worth is the leading lady. Others in the supporting cast are Frank Hagney, Mary Carr, Gertrude Howard and George West. Fred Newmeyer directed from the story by Earle Snell.

On the stage are "The Three Naths," acrobats featuring the world's smallest and youngest acrobat, Paul Tieleke, in song selections, and Ellen Kinsey in a dainty dance offering. Harold Bechtel, the singing M.C., and the Capitol Concert Orchestra, under the baton of Al Prescott, complete this week's vaudeville specialties.

"DEARIE" IS BIG PICTURE OF WILD CABARET NIGHTS

"Dearie," a Warner Bros. production, starring Irene Rich, and directed by Archie Mayo, at the Variety Theatre now, is an outstanding film. Miss Rich is cast as "Dearie," the hostess of a Broadway night club and mother of a boy whom she is keeping in college without letting him know the source of her income. He is a conceited lad with a couple of pals who are spenders and the three are finally expelled. There is a pretty little comedienne, Lucille, rich men, poor men—a whirlwind of thrills and merri-merr with a note of tragedy. Don't miss "Dearie."

TOM MIX TAKES LEADING ROLE IN THRILLING FILM

A valiant crew of men, determined to complete the work for which they had to risk their lives every moment of the day, the men who courageously defeated the scheming designs of a rival crew who were determined to win the race for supremacy, by fair means or foul, this is the gripping story at the Columbia Theatre now under the title of "Hello, Cheyenne!"

Tom Mix is the leading man of the play.

RAILROAD STORY AT PLAYHOUSE IS NEAR RUN'S END

Fox Films feature, "The Gateway of the Moon," starring Dolores Del Rio, which has been showing to capacity houses at the Playhouse Theatre, is nearing the end of its run. The final screening of this delightful entertainment will take place to-night. This is a story of railroad building in tropical America in which Miss Del Rio plays the part of Toni, a half-caste girl.

POLICEMAN TOOK ACTOR FOR JUST A COMMON TRAMP

Johnnie Morris, Hollywood character actor, learned to-day how it feels to suffer for the wrongs done by his fellow-men.

He was driving home for lunch from Paramount studio in an expensive new automobile. His clothes were in tatters and he had a week's growth of beard. He was being followed by a police officer who had mistaken him for a common tramp.

"I'm an actor," Morris explained. "Bunk!" snorted the officer. "That's what they all say."

His first film role was with Emil Jannings in the latter's Paramount starring picture, "The Street of Sin," which Maurice Stiller directed, now at the Dominion Theatre.

Meighan Gets Work

Hollywood, Cal., July 14.—Thomas Meighan is acting again, after ten months' absence from the silver sheet. It was just about a year ago that Meighan, after kicking like the well-known steer, came to Hollywood. He had been doing his acting on Long Island but studio officials decided to move all production units to the coast.

Two pictures he made with James Cruze handling the megaphone. The last of them, "We're All Gunblers," was finished about ten months ago.

QUITS COLD

Then Meighan retired. He refused to step before a camera again until he got a story to his liking. He found it when "The Racket," an underworld stage play, opened in New York. The

Where To Go Tonight

Columbia—"Hello, Cheyenne."
Variety—"Hey, Hey, Cowboy."
Capitol—"On Your Toes."
Coliseum—"The Big Killing."
Dominion—"The Street of Sin."
Playhouse—"The Tragedy of H.M.S. Hampshire."
Crystal Garden—Dancing and Swimming.

story was bought by Howard Hughes, young millionaire producer to whom Meighan is now under contract, and a scenario writer put to work on it. The film won't be a whole lot like the play—films never are. But it will be a great picture for Meighan.

"It wouldn't have made any difference if I had been forced to stay away from the screen for ten years. I would not have worked a day until I got the story I wanted," Meighan told me. "I played straight leads too long. Considerable criticism was directed at me because I just 'walked through' a picture. And that very thing is the hardest in the world to do."

CHARACTER ACTING

"Anybody can get into a characterization and make good. But when an actor must go through a picture depending entirely upon his own personality, that's something else. However, I finally have a character. In 'The Racket' I play the part of a police captain. That enables me to do things rather than merely act."

For too long Meighan has been just a character with nothing much to do except be chivalrous to the women and kiss the kiddies. There won't be anything like that in "The Racket." Tommy will be a real police captain whose deeds rather than personality will put him across and his box office value should be boosted quite a bit.

CANADIAN FILMS FOR CANADIANS

Well-known Author Now in Victoria Outlines Worthy Objective

Canadian stories by Canadian authors on Canadian films for Canadian people was held out as a worthy objective to strive for by Robert Watson, F.R.G.S., the well-known Canadian author and editor of The Beaver, the Hudson's Bay Company magazine in a talk this morning.

Mr. Watson is the author of thirteen books. Several of them dealt with British Columbia among them "My Brave and Gallant Gentleman," "The Girl of O.K. Valley," "The Minstrel," "The Spoilers of the Valley," "Gordon of the Lost Lagoon" and "High Hazard."

"High Hazard," which is creating considerable interest was serialized in MacLean's Magazine and is now enjoying extensive circulations in Great Britain, the United States and Canada. It is singled out as a gripping story that would lend itself admirably to screen production. It has all the elements of romance and adventure essential to a successful picture.

The history of the home fort being the history of Lower Fort Garry, which is being preserved for posterity as the only stone fort ever used by early fur traders of Canada is a recent work by Mr. Watson that should enjoy the same success as his other novels.

The "High Hazard" is a book that will prove particularly interesting to British Columbians as it starts from Vancouver from whence his characters leave on the Lady Rathlin, a coastal steamer trading with the Eskimos and elsewhere. It is an original and absorbing story full of color and incident.

Mr. Watson was born in Glasgow, Scotland, and educated at Pollock and Shawlands Academies, a burse of both schools.

AN ATHLETE

He was a racing member of the West of Scotland Harriers for many years and a prize winner in short distance events in all prominent athletic amateur meetings in Scotland during 1900 and 1904. His love for sport is reflected in many of his books. He emigrated to the West in 1909 and spent ten years on the Pacific Coast. An accountant by profession he joined the staff of the Hudson's Bay Company in 1917 and spent five and a half years with the company in the interior of British Columbia. He went to Winnipeg in the Autumn of 1923 to engage in editorial work for the company. He edits the company's magazine and is also employed in historical work for the company.

His many and varied literary activities embrace work for "Punch" and many of the leading magazines of Canada, the United States and Great Britain. For two years he was national treasurer of the Canadian Authors' Association and has just been re-elected president of the Manitoba section of the Canadian Authors' Association. He is fellow of the Royal Geographical Society, London, England.

New Colors in Bedroom Furniture

The latest in bedroom furniture in such colors as shaded green, mauve, and grey and black combinations. Five pieces. From \$145.00

HOME FURNITURE CO.

FRED W. BARTHOLOMEW, Prop.
825 Fort (Between Quadra and Blanshard) Phone 5119

His book "Canada's Fur Bearers" has been reproduced in the United States under the title of "Our Furry Friends." Immediately exhausted and now new. The first edition of 25,000 copies was edition of 600,000 copies is being arranged for.

Brentwood

W. Strong of Colbourn, Ont., is a guest of his niece, Mrs. J. Peard, at The Anchorage.

Miss Agnes Parsell, who has been teaching at Pouce Coupe for the past year, will spend the summer with her parents, Mr. and Mrs. R. J. Parsell, Benvenuto Avenue. Norman Parsell of Vancouver is also visiting at the home of his parents.

Cumberland

Cumberland, July 14.—J. W. McKenzie, Liberal candidate, spoke at Sayward during the past week, assisted by P. P. Harrison, and got an excellent reception. The Liberal and Conservative candidates held a joint meeting at Home Lake, and on Wednesday, Mr. McKenzie, speaking at Camp 3 and Grantham.

Dr. A. K. McNaughton, Conservative returned from his island trip on which

he was accompanied by Mr. Crocker of Vanderhoof, B.C., and on Wednesday he spoke at Malcolm Island and Beaver Cove. He spoke at Alert Bay on Friday. Good meetings, were held at Floed and Camberton on Monday of this week.

DOMINION TO-DAY

The World's Finest Actor
Emil Jannings
—in—
"The Street of Sin"
WITH FAY WRAY
DOMINION COMEDY
NEWS SNAPSHOTS

Norma Talmadge

—in—
"THE DOVE"
USUAL PRICES

TOM MIX

—in—
"Hello, Cheyenne"
With Tony, the Wonder Horse, Also
"The Scarlet Arrow"
COLUMBIA
The Family Theatre

"The Tragedy of H.M.S. Hampshire"

Also
"The Gateway of the Moon"
Starring
Dolores Del Rio and Ted McNamara
Matinee: Wednesday and Saturday
PLAYHOUSE

CAPITOL

Usual Prices
Now Playing
VAUDEVILLE AND PICTURES

Reginald Denny

—in—
"ON YOUR TOES"
With Hayden Stevenson
CAPITOL COMEDY
WEEKLY REVIEW

Norma Talmadge

—in—
"THE DOVE"
WITH GILBERT ROLAND and NOAH BEERY

WHERE TO DINE

Dinner With Orchestra, Cabaret and Dancing (No Cover Charge)
8:20 Till 9 p.m.
Supper With Dancing and Cabaret, 10 Till Closing
Italian and French Cooking

At Castellani's Restaurant

Douglas Hotel

FOR TIRED SLEEPLESS NERVES

USE
Dr. Chase's Nerve Food

NEW FEATURES
Virginia Mason, Soprano, and Dancing Brownie

At Castellani's Restaurant

Douglas Hotel



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Douglas Hotel

VICTORIA, B.C., SATURDAY, JULY 14, 1928

Motor Magazine and Features.

NEW NASH IS ADMIRER

Twin-ignition, High Compression and Valve-in-head Engines Are Featured

Kenosha, Wis., July 14.—Of the host of striking features that have captured the attention of the public in the new Nash "400" series, the "twin-ignition," high compression, valve-in-head engines are receiving closest scrutiny and warmest admiration.

This type of motor design is exclusive to Nash, and in conjunction with Bohalite aluminum pistons and the Nash seven-bearing crankshaft, is said to provide an engine of extraordinary power, flexibility, smoothness and extreme economy.

"This great step forward in our design may be credited as another engineering triumph," said E. H. McCarty, vice-president and director of sales of the Nash Motor Company, to-day, in commenting on the interest shown in the new motor. "Stripped of technical language and details of the long struggle that has produced the '400' motor, it may be said that our engineers have achieved the ultimate degree in the compression of combustible gases and in their explosion. With these tasks accomplished and correlated, they have also succeeded in giving the driver of the car complete and unified control over this super-sensitive and unlimited power."

"Most motorists know that the force which drives the wheels of a motor car is the explosion of vaporized gasoline in the engine cylinder. Gas is compressed by the rising action of the piston. Then it is ignited by the firing of the spark plug. Exploding, it forces the piston down. The piston turns the

mitted through the drive shaft to the rear wheels. It is obvious that the power of the car is dependent on the force of the gas explosion.

SPECIAL PLUGS

"This force depends on how highly the gas is compressed before it is ignited. In the new Nash engine high compression is accomplished by reducing the volume of the compression chamber to a minimum. Still greater uniformity of ignition is effected through the use of two specially designed spark plugs in each cylinder instead of the usual one. Both plugs fire at the same instant, igniting the compressed gas in each cylinder at two opposite points thus delivering 360 flashes per second at top speed. Two separate ignition coils supply these white hot flashes. Thus every essential part of the Nash '400' ignition system has been doubled in efficiency.

"The importance of this double spark could be better realized if we could see the action of compressed gas by 'slow motion.' Entering the cylinder during the compression stroke it eddies much as water does when a bucket is whirled. Upon ignition, there is an interval between the time the gas is ignited by the spark and the time the explosion reaches the piston. The longer it takes these waves of force to reach the piston head, the less effective they become. With sparks blazing into the compressed gas from two opposite points instead of the usual one, the combustion is much more rapid and more uniform. The result is a smooth flow of increased power.

"In the same way, practically all of the gas is utilized; thus fuel wastage has been reduced to an almost inappreciable amount, as compared to the single ignition method. The result in this instance is more miles to the gallon, elimination of carbon, and prevention of oil dilution."

Public acceptance of the new '400' series has so far exceeded expectations that full production at the Kenosha, Racine and Milwaukee plants has failed to keep up with orders, according to sales officials. They report over 27,000 orders already on hand for July delivery.

EMPLOYEES ARE HONORED

General Motors Corporation Tenders Banquet to Veteran Workers

Oshawa, Ont., July 14.—Approximately 100 centuries of faithful service lie behind 760 "badges of honor" which were presented to employees of General Motors of Canada here at one of the most unusual industrial gatherings ever held in Canada. The occasion was a dinner to veteran workers which marked the opening of an immense new auditorium and theatre constructed for employees' functions and company conventions.

Seating more than 1,000, the auditorium is one of the finest of its kind on the continent. Its ventilation, lighting system and stage equipment are unique, being probably more efficient and up-to-date than those of any other industrial hall in Canada. The hall occupies what was formerly the office building of the General Motors plant, and its construction cost over \$60,000.

Every guest at the opening banquet had been in the employ of the company for ten years or more. Some of the diners were old-timers in the plant when the automobile was only an expensive toy and the firm was still the McLaughlin Carriage Company. "We are 'children of memory' indeed," said R. S. McLaughlin, General Motors of Canada president, as grey-headed men recalled the pranks of apprentice days two-score years ago. Incidentally Mr. McLaughlin recalled that it was forty-one years since he entered his father's factory. A payroll book of 1886, which was exhibited at the banquet, revealed

that his wages at first amounted to \$3.50 a week.

"One quality only and that the best" was the slogan that had been adopted by Mr. Robert McLaughlin, founder of the business, said the president. This creed had been carried on by veteran craftsmen into automobile-building days, after the last of the 276,000 carriages and sleighs made by the old carriage company had been shipped to its destination. Since then 500,000 cars

and trucks had been turned out by the company.

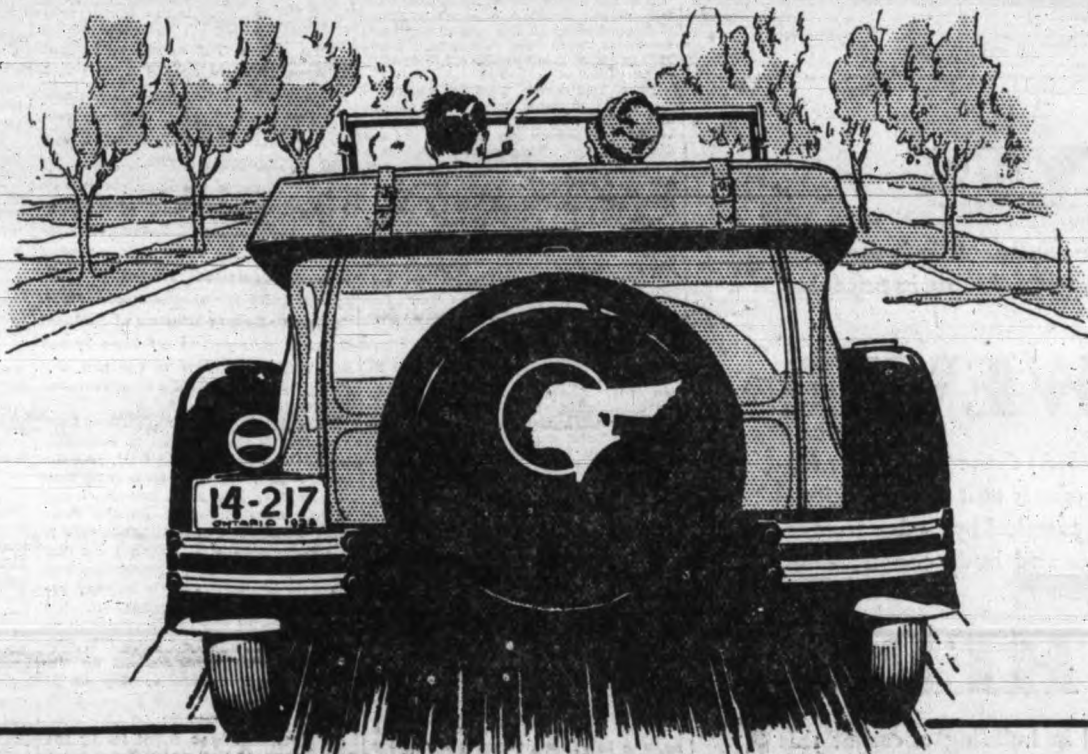
The dinner which opened the auditorium marked also the introduction by General Motors of Canada of little golden long-service badges, one of which was presented to every employee of ten years' standing or over. Each badge bears a tiny maple leaf, and another leaf is added for every five years after the first ten. Judging by the number at the banquet who received

pins with five, six or seven leaves it is believed that no other firm in the Dominion has more imposing records of service than General Motors of Canada.

Four of the oldest "old-timers," each with more than forty years of honest effort back of them, received gold watches from the company. Said John Gibson, veteran of forty-three years, now assembly line superintendent, in thanking the president: "I have always tried to do a good square day's work

and an honest day's work." Those were the sentiments which those master craftsmen voiced and felt.

But perhaps the most touching event of the evening was when Miss Mary Birmascombe, almost seventy-eight years old, thirty years in the company's service, was called from her seat of honor at the president's side to receive a basket of thirty sunset roses—one for each year she had spent at her post in the factory.



Identifying the "Finest of Low Priced Sixes"

THE Pontiac emblem, now a familiar sight on every highway, is the distinguishing mark of the world's finest low-priced six.

It identifies the smoothness of Pontiac's Six-cylinder engine, with its new improved G-M-R cylinder-head . . . the enduring qualities of Pontiac's sturdy chassis . . . the easy-riding comfort of Pontiac's Lovejoy Shock-Absorbers . . . the countless refinements of engineering and construction that spell "quality" in a motor-car.

And, just beside the hood of the New Series Pontiac Six is another symbol of a fine automobile . . . the "Body by Fisher" emblem, with all that it implies, of luxury, craftsmanship and stylish beauty. Pontiac is the lowest-priced six which can claim the distinction of "Body by Fisher."

Whenever you see the familiar "Indian Head" emblem, and say "There goes the New Pontiac Six," you are identifying, beyond doubt, the world's finest of low-priced sixes.

P-14-7-28

Ask your dealer about the G.M.A.C. Deferred Payment Plan which makes buying easy.

McRAE, MELDRAM MOTORS LIMITED
933 YATES STREET
PHONE 1693

PONTIAC SIX

New Series

PRODUCT OF GENERAL MOTORS OF CANADA, LIMITED

R U S T L E



Whispering leaves of
aspen trees and elms
sing their song of
sweet carefree winds,
great oaks that tell of
hardiness that pass
and blossomed apples swayed
by sun warmed
breaths.



Hear that Motor
"H-u-m-m"

Smooth-Sounding Power

Doesn't it do your heart good to hear that sweet hum-m-ming sound under the hood? Isn't it worth while making sure about your lubrication to get it.

Men who like to sit behind sweet-running engines know just what it

means, the added power—the extra liveliness—the longer service.

If you want to hear that musical h-u-m-m that says "All's well!" ask for RED INDIAN. Be firm. Your engine will hum its thanks.

RED INDIAN MOTOR OIL

MARATHON
Hi-Test Gas
CYCLO
Motor Fuel

McCOLL-FRONTENAC OIL CO. LIMITED

NEW ERA IS ESTABLISHED

New Chrysler "Plymouth" is Revolutionary Car. Canadian Official States.

The Canadian-built Plymouth, one of the three completely new cars announced by the Chrysler Corporation of Canada Ltd., recently, is the largest, roomiest and most powerful car in the entire low-priced field of motordom. It is built in six body styles, coupe, two and four-door sedans, de luxe coupe, roadster and phaeton.

Various of these body styles, as well as those for the new Chrysler "75" and "85", announced elsewhere in this issue, are on display at the Chrysler and Plymouth salesroom, Yates Street.

Chrysler executives believe the new Plymouth, with its entirely new developments both in body and chassis design, will revolutionize the entire low-price field of motor cars just as the original Chrysler cars of 1924 have since revolutionized the whole motor car industry. It is the conviction of these men that no value this car equal has ever been produced in the

low-priced field. The Plymouth, they say, may justly be termed "Walter P. Chrysler's most astonishing achievement."

REMARKABLE ABILITIES

Finer smoothness of operation at all speeds, sixty miles an hour with a smoothness unlike anything approaching its price, rides the roughest roads at twenty-five to thirty miles an hour without jar or discomfort. Handles with amazing ease at every speed under any condition; is the only car in the low-price field with the safety factor of internal expanding hydraulic four-wheel brakes—wet weather does not affect their efficiency, dirt is kept off of them—and combines with these features the use of molded brake linings, hitherto found only on cars of far more expensive construction; characteristic Chrysler "flashing" acceleration; "Silver Dome" high compression cylinder head, using any grade of gasoline and extracting from each grade more in power, hill climbing ability, speed and acceleration than has hitherto been considered possible, brand new style, grace and distinction in body lines; large, luxurious and comfortable body, finely upholstered and fitted, affording unusual leg-room and head-room, ample for two to five adult passengers, according to body model; moulding treatment which permits of greater distribution in the choice of colorings; new Chrysler-created slender profile radiator shell and new bowl-shaped headlamps, both chrome plated, insuring permanent brightness and beauty; all the other benefits of the vast resources and brilliant achievements of Chrysler engineering, research and manufacturing combined in the

principle of Chrysler standardized quality.

STRESSES NEED FOR CAR.

"The Plymouth," says R. H. Mulch, Chrysler sales manager, "is the first car within hundreds of dollars of its price to offer many of these features. With each passing year the public looks for improved products and more attractive values. Chrysler appreciates that this has been especially true in the low-price field, in which, they have been an obvious need for a finer, smarter car. The Plymouth yields results that you simply won't believe possible in a car of such price until you actually experience them for yourself. Literally, the whole fabric of the low-price field has been made over in one sure stroke, by the genius of Mr. Chrysler and his associates."

"It is individual in appearance and yet characteristically one of the new Chrysler creations in its smart, new radiator lines; its sleek, smart silhouette and its low-swinging bodies. Its designers have employed the bold strokes combined with the genius to utilize necessary to a wholly modern creation, the subtle, tasteful touches the public demands and has the right to expect. Chrysler quality principles insure that every rotating and reciprocating part is in perfect balance before assembly. Fine precision methods insure that the owner actually receives the performance his engineers designed into the car."

"Bodies are long and low. Your first glance at the car will imbue into your consciousness that many unusually distinctive and original features have been combined into it. All curves are harmonious, blending perfectly into each other. The curvature of the top of the closed bodies harmonizes with the arched window silhouettes. The embossed panel in the side of the hood conforms with the windows. Every visible detail is shaped to conform with every other."

"The full-crown fenders display a new effect in their broad, gentle sweeps and offer a practical advantage in protecting completely the front of the car from splashes. This whole design is a marked addition to the inviting appearance of the entire ensemble."

"LOOKS ITS POWER." "The high radiator makes the car 'look' the power available under its hood. Sitting behind the wheel one immediately realizes that here is a big, roomy, high-powered car, and one which also combined all the vigor, fire and dash that has always characterized Chrysler."

Many other qualities in design indicate how carefully the comfort of passengers has been considered. Doors are wide. Those for the closed bodies are equipped with large windlance and a rubber wiper strip to prevent drafts. Seat cushions are of the luxurious form-fitting type. Appointments and fittings, such as artistic satin finish hardware, offer further indication that no detail has been overlooked. Throttle, bright and dim light control levers and horn button, are at the top of the steering post for immediate accessibility. The instrument panel is indirectly light, of course, because of this advantage at night, and is controlled by an independent switch conveniently located—another exclusive feature."

SCORES OF MERITS Scores of other merits, many of them unexpected in a car of this price, are observable in addition to those already enumerated. These include the forty-five-horsepower engine with new type, Chrysler principle of entire engine floating in rubber forming a cushion between power plant and frame to destroy the transmission of torsional vibrations and sound from one to the

other; frame rigidly tied together by four cross supports; new type self-adjusting spring shackles, thereby eliminating noise, wear and attention; force feed lubrication; ventilated bridge type alloy pistons; special manifolding; silencer steel exhaust valves; air cleaner; oil filter; crankcase ventilation; propeller shaft of seamless steel tube; impulse neutralizer, which prevents transmission of torque impulses to the car body; new type shock absorbers; special suspension; de-aerated, exceptional riding comfort; all-chrome steel gears in the transmission; small wheels for better appearance and easier riding; automatic windshield wiper and Fordo theft protection serial number plate.

"Bolted down to a few words," says Mr. Mulch, "the very essence of the Plymouth's appeal is greater value than ever before for less money, combined with an unusually impressive appearance and truly remarkable smoothness and performance capacity."



WITH OUR OWN CANADIAN AVIATORS

FRANCIS W. ROUSE.

One of the first municipally-owned airports has been opened by the little municipality of Cap de la Madeleine, P.Q., which is close to Three Rivers, at the confluence of the St. Maurice and St. Lawrence Rivers.

The opening of the field was held on June 23, in the presence of a distinguished gathering of Federal, Provincial and civic authorities. Several prominent aviation authorities were present, and for the occasion, G. J. Desbarats, Deputy Minister of National Defence, journeyed to the town by rail and by air. He flew to the new airport from St. Hubert Aerodrome, Montreal.

Fairchild aviation authorities have been largely instrumental in establishing the municipal flying field, and the city of Three Rivers, sister municipality to Cap de la Madeleine, has also taken a close interest in it. As the Fairchild Company's own headquarters is at Grand Mere, P.Q., only a short distance from Cap de la Madeleine, and the field is almost exactly halfway between Quebec and Montreal on the north shore of the St. Lawrence, it is expected to be a busy place. It certainly places the little town on the map. Congratulations to Cap de la Madeleine.

Tenders have been called for by the Department of National Defence for a huge hangar to be the chief building on the central Government aerodrome at Rockville, near Ottawa. Specifications in advertisements issued by the Government call for a building of steel frame and of hollow tile. It will be on the banks of the Ottawa River, about half way along the frontage of the aerodrome, on the south shore, and will be suitable for housing both land-planes and seaplanes. In connection with the hangar there will be slips, and a commodious "lean-to" will give accommodation for offices, workshops, etc.

With the success of early experiments and the regular operation of services over St. Lawrence valley routes, Government officials are now studying the problem of extending the air mail facilities of the Dominion. For some time past editorials in Western and Midwestern newspapers have urged the extension of air mails to their respective cities, and these hints have not been overlooked by those in charge of this branch of civil aviation.

The matter of air mails is largely one for the Post Office Department, and the Department of National Defence, which controls aviation, can only go as far as the sister unit of the Government judges it should go. This does not mean that post office officials are in any way backward in the matter of air mails, indeed, that portion of their work has been given serious consideration, and some early developments are expected.

P. T. Coolican, Assistant Deputy Postmaster-General, who is most closely in touch with air mail work, is authority for the statement that an effort will be made shortly to give this service to prairie cities. "Of course," Mr. Coolican stated, "it cannot be expected that we should establish a transcontinental air mail service at once. There are several difficulties in the way. This, however, we can assure Western cities, they will have connecting air mail services shortly, and plans are now under way whereby mails from across the Atlantic and destined for Western points will be rushed by air over routes other than the present one, linking St. Lawrence ports with Ottawa and Toronto."

Winnipeg, the postal official said, would soon be joined with some United States city, probably Chicago, for air mail purposes. There will also be air lines under the auspices of the Post Office Department rushing first-class mail and express matter between Calgary and Regina, Edmonton and Saskatoon, etc. The great gap in the air mail chain extends eastward from Winnipeg, including the sparsely settled territory of northwestern Ontario from Sudbury to the Manitoba boundary. However, it is believed that the time is not far distant when this gap will be spanned by regular aircraft service, and transatlantic mail services will follow.

Extensive aerial photographic work is being undertaken all over Canada

this year under the direction of the Civil Air Operations Branch of the Department of National Defence. One of the biggest jobs will be near Victoria, where the High River air station will send planes to survey from a great height a vast area more than fifty miles wide. In Quebec the Lake Archambault district of the Laurentian Mountains, north of Montreal, will be surveyed from above. In the work pilots fly along given air lines, taking photographs. They return over parallel lines taking other snaps and the prints overlap in such a way as to allow a fifty per cent margin for error. Some splendid work has been done in this field by Canada's state flyers.

Last year twelve government planes were engaged in aerial photography. This year, to date, at least twenty machines are already at work on such surveys. Flying Officer R. J. Sunnicks has joined a Vedette flying boat flight at Fort Francis, on the Ontario-Manitoba boundary for aerial photographic work. Flying Officer A. E. Copp is at work at Lac du Bonnet, Man., where he will also hold his plane in reserve for forest fire protection duties.

Flying Officers B. F. Johnson, piloting a Vedette, and W. M. Emery, in a Wasp Fairchild machine, have gone into the Laurentian mountains to give the land the "once over" from the air.

Last week officials were on the point of congratulating themselves on the conclusion of another quarter without a flying accident, and this column was being written in similar vein, when word was received of two or three incidents which put a somewhat different complexion on matters. While about to take landing on the flying field at Winnipeg, Man., a pilot named Lawson, who was badly in need of flying practice, crashed and lost his life. The next day, while thousands of aviation enthusiasts gathered at Granby, Que., to participate in the opening of the flying field there, several incidents occurred. A child was knocked down by the wing of a Moth plane, but was luckily not hurt. It was fortunate that no accidents of a serious nature occurred, as there were at least eight aeroplanes on the field, and the spectators were so excited that it was difficult for the authorities to handle them.

Still another accident occurred. The famous "Duke" Schiller, who became well known through his success in reaching the stranded flyers in the transatlantic plane Bremen, at Greenly Island, was involved in a crash of a machine at St. Hubert Aerodrome, Montreal. Schiller was flying a new Loening amphibian, and fouled the ground when attempting to take off. The plane suffered damage estimated at \$4,500, but the pilot escaped injury. On receipt of a report of the accident at Civil Aviation headquarters in Ottawa, Squadron Leader C. A. T. Cowley, Controller of Air Regulations, left for St. Hubert at once in an aeroplane to investigate the crash.

Ottawa Flying Club Inc. has received its second month plan and will shortly hold an official opening of the club at Lindbergh Field, its flying ground near Ottawa. This machine was flown to Ottawa from Toronto by L. E. Maynard, new club instructor, who has just completed his instructor's course at Camp Borden. On the flight Mr. Maynard was accompanied by G. Dale-Harris, secretary of the club. It is interesting to note the many compliments paid Ottawa by flying people from far and near. They all agree that the big piece of ground about eight miles from the Capital known as Lindbergh Field, because it was there that Lindbergh landed on his Diamond Jubilee visit, is one of the best fields they have ever seen. Lindbergh Field is sandy and high, and has sufficient growth of grass to hold its surface firm. After it is graded and all flying facilities are constructed in connection with it, the field will be an excellent one.

Naming of towns so that fliers will be able to distinguish them readily, is a need of the moment in Canada. On flying fields, at least, this may be done by setting out the name of the town or place with white-washed stones or boulders, and in towns which have no flying field there are many such simple ways in making the place known from the air. It will not be long before large electric signs easily distinguishable from the air, are as common as the present "Welcome" signs one sees entering cities from regular highways.

Questions regarding aviation will be answered in this column weekly. Letters, which should be only one sentence, where possible, should be addressed to the Editor, Montreal Standard, marked "Aviation Column." Replies to questions should appear in this column about two weeks after date of writing.

DEALERS

Park Your Car With Us While at the Theatre 25c National Motor Co. Ltd. 819 Yates Street Phone 4900

GARAGE AND REPAIRS

P. E. BAILEY & SON LIMITED AUTO REPAIR SHOP Phone 228 738 View Street Best of Auto and Truck Repairs

Louie Nelson's Garage

We are fully equipped to handle your work repair and do general garage business. Gas and oil. Ford Authorized Service Corner View and Vancouver Streets Phone 278



TREMENDOUS RESOURCES CREATED THIS AMAZING VALUE

The Production of Over Two Million Willys-Overland Cars has made this low price possible

JULY marks the production of the two-millionth automobile by Willys-Overland. This event happily coincides with the culmination of the greatest 6 months in the Company's 20-year history.

Production during the half-year just completed greatly exceeded the entire output of 1927. This unit volume makes Willys-Overland the industry's third largest producer.

So, now—due to savings effected by huge purchasing power—and tremendous sales volume, the beautiful new Standard Six brings to you all the important advantages of the patented sleeve-valve engine—silent power that improves with use, velvet smoothness, simple, trouble-free design, quick starting, remarkable economy—at the lowest price in history.

The new Standard Six is notable for the same qualities which are praised so enthusiastically by over 325,000 Willys-Knight owners. Its unequalled value will speak for itself when you read this list of a few of the Standard Six advantages.

Patented, high-compression, sleeve-valve engine, 45 horse-power.

7-Bearing crankshaft

Mechanical-type 4-wheel brakes.

8 Timken Bearings in front axle for easiest steering.

Roomy, comfortable interiors.

Wide, deeply-cushioned seats.

Light control for dimming on toe-board at left.

Adjustable steering wheel.

Remote controls on doors, right at your hand.

Narrow front body posts for clear vision.

Thermostat—air cleaner—oil rectifier.

Willys-Knight Standard Six prices from \$1395 to \$1525; Special Six from \$1575 to \$1845; Great Six from \$2365 to \$3695. Prices f.o.b. Factory, taxes extra.

NOW! A full range of Willys-Knight and Whippet commercial cars and trucks at attractive prices.

WILLYS-KNIGHT

THOMAS PLIMLEY LIMITED Thos. Weeks & Sons-Nanaimo

1010 Yates Street, Victoria, B.C.

A. E. Humphries Motors Ltd.

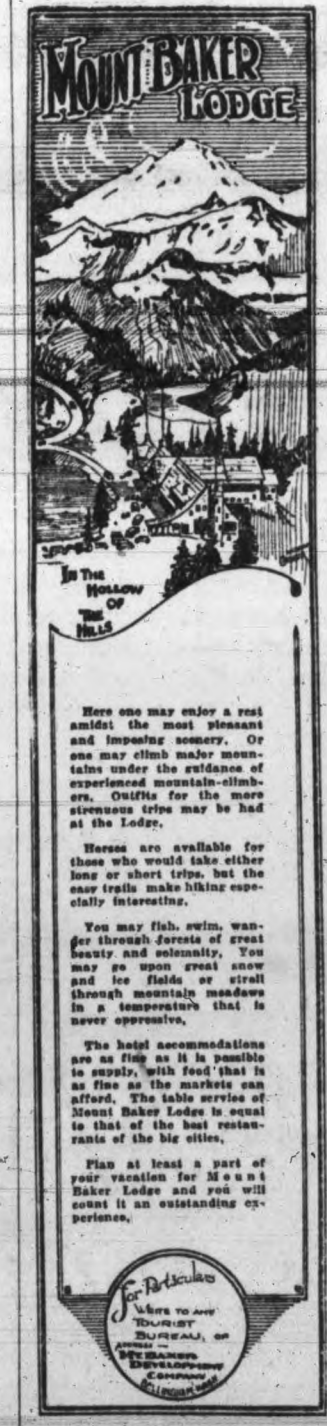
925 Yates Street Phone 479 Associate Dealers Noel Macfarlane Motors, Nanaimo Piddock & McKenzie, Courtenay

STANDARD SIX

DODGE BROTHERS

A Buy If There Ever Was One

4-DOOR SEDAN \$1460—CABRIOLET \$1495—DELUXE SEDAN \$1540 ALL PRICES—DELIVERED—SPARE TIRE INCLUDED



Here one may enjoy a rest amidst the most pleasant and imposing scenery. Or one may climb major mountains under the guidance of experienced mountain-climbers. Outfits for the more strenuous trips may be had at the Lodge.

Horses are available for those who would take either long or short trips, but the car trails make hiking especially interesting.

You may fish, swim, wander through forests of great beauty and solace. You may go upon great snow and ice fields or stroll through mountain meadows in a temperature that is never oppressive.

The hotel accommodations are as fine as it is possible to supply, with food that is as fine as the market can afford. The table service of Mount Baker Lodge is equal to that of the best restaurants of the big cities.

Plan at least a part of your vacation for Mount Baker Lodge and you will count it an outstanding experience.



NEW STUDEBAKER MAKES APPEARANCE

In the new President Straight Eight, shown for the first time this week in the local showrooms of Studebaker, the new Studebaker Corporation of Canada Limited offers the supreme achievement of seventy-six years of quality manufacture.

The refinements of this leader of the Studebaker line of cars are a fitting tribute to the President's spectacular performance. Last April, the President gave conclusive proof of his speed and endurance by breaking all official stock closed car records for distances up to 2,000 miles and for periods from one to twenty-four hours.

The President Straight Eight engine offers 109 horsepower, producing eighty miles an hour. Two five and two seven-passenger Sedans, a Victoria for four, two Cabriolets for four, a seven-passenger State Limousine, a smart Sport Roadster for four, and a seven-passenger Tourer are included in the President line. Such luxury features as cigar lighters, smoking sets, silk assist cords, vanity cases and antique finished door panels enriched by etched silver medallions are found among these models.

NEW RADIATOR DESIGN

Lines of the new President are as modern as to-day's newspapers. Fleet, untiring performance is suggested by low, sweeping body lines, which are accentuated by deeply crowned fenders swung low over the wheels. Roof lines are low and graceful, terminating in a jaunty "polo cap" visor. The new radiator is deep and narrow and its shell is chromium plated. The radiator cap is of flat type and carries a winged motif of championship speed, a motif which is carried out in the massive headlamps and side lights. Headlamps, side lights, cowl beading and "other bright" surfaces are also finished in chromium. A new emblem set on the tie rod between headlamps, carries a graceful figure "8". Hubcaps have been enlarged and finished in chromium.

Color combinations embody many of the latest shades dictated by fashion authorities. Body panels are antiqued in attractive shades and delicate pin stripping completes the color schemes.

NEW COLOR BEAUTY

The interiors reflect the artistry of the master coachbuilder and the deft hand of an expert interior decorator. Harmonizing shades of mohair or broadcloth upholstery will hold the eye of the feminine observer. The broad lounge cushions are luxuriously deep and form fashioned along lines entirely different from conventional practice. The contour of the seat backs and cushions fits the human body to a degree that has never been accomplished before. Tops of front seats are treated with the same construction that has made overstuffed divans so popular.

Silk curtains at both back and rear

AUTO BUILT FOR AN INVALID



This unique automobile was built especially for Lord Roseberry of England, for use as an invalid's private motor car. The invalid needn't be picked up out of his wheel chair into the car, for special tracks slide out of the back, permitting the invalid chair to be wheeled up into the auto.

quarter windows, silk assist cords, heavily upholstered arm-rests, antique finished door panels with etched silver medallions, heavy Wilton velvet carpets, upholstered foot rests, large door-pockets and heavy ornamental robe rails, are features that will appeal to Milady.

Unusual care has been taken to provide comfort. Ball-bearing spring shackles and another chapter to Studebaker's engineering achievement. Studebaker is the first manufacturer to adopt this new type of shackle, which increases comfort, eliminates squeaks, rattles and adjustments. They require inspection only at 20,000-mile intervals when lubricant may be added if necessary.

177,000 MILES OF TESTS

The adoption of ball-bearing spring shackles was announced by Studebaker after tests totaling more than 177,000 miles on eleven test cars. These tests were made on Studebaker's Proving Ground, and over transcontinental roads. During the entire time there had been no bearing failures and the shackles were performing as quietly and smoothly as the day they were applied. Even though some of the test cars had attained more than 35,000 miles, it was not necessary to add lubricant to any of the test shackles.

Coupled with deep upholstery and hydraulic absorbers, these new spring shackles insure unexcelled riding comfort.

Unusual care has been taken to provide a delicacy of control that will give the daintiest gloved hand complete mastery of the President's great power and speed. A new flat type, thin-grip steering wheel of hard rubber moulded

top is finished in a color harmonizing with the body. It carries a metal hand lever on each side. Upholstery of the front compartment is two-tone mohair or broadcloth and the dicky seat is in genuine leather.

The President State Roadster has upholstery of genuine leather in a shade to harmonize with the body color. A cigarette lighter is on the instrument board. A compartment on the right side of both roadster and Cabriolet accommodates golf bags and other luggage.

Two of Studebaker's spectacular advancements in engineering are incorporated in the President. The first provides for the driving of the President forty miles an hour even when only one car built of the highest quality materials up to the finest standards of precision workmanship. The second provides for the elimination of frequent motor oil changes and chassis lubrication attention. Due to an efficient system of crankcase ventilation, thermostatic water control and oil filter, it is necessary to change engine oil at intervals of 2,500 miles. A perfected lubrication system makes it necessary to renew general chassis lubrication only at similar driving periods.

MANY OWN TWO CARS

Custom Stimulates Market For Touring Cars, Roadsters and Coupes

More than 20,000,000 automobiles were registered in the United States when the present year opened, and of this number probably 8,000,000 were in the possession of owners who had more than one car, according to R. S. Cole, general sales manager of the Hupp Motor Car Corporation.

"The tendency toward multiple car ownership is rapidly increasing in the United States," says Mr. Cole. "Although it includes business houses, state and local government, drive-yourself companies and a growing variety of purchasers, probably the two-car family is the largest factor in the movement. The demand from this source is steadily expanding as the desire for a car for every member of the family spreads. It is estimated that it led to the sale of 250,000 cars in 1926, and that the number increased to 350,000 in 1927, with the entire multiple ownership including nearly twenty per cent of all present car owners."

The custom operates as a stimulating influence on the market for open cars, especially for the roadster. Mr. Cole believes, and is largely responsible for the continued demand for these models. A few years ago, he points out, the opinion was widely expressed that they were doomed and

that general preference for closed cars would eliminate the phaeton and roadster from production schedules. Despite this, undoubtedly made by the enclosed family type of car, however, the open car is still far from vanishing. In 1927 it represented more than seven per cent of the total production of the industry.

Hupmobile in 1927 devoted eleven per cent of its total domestic production to open cars, and coupes. Their ratio among the company's eight cylinder cars was even greater than among the sixes.

"We probably produced more in proportion than most other manufacturers in the higher quality field," Mr. Cole says, "because we initiated the two-car trend and have sponsored it continually."

"It is only natural that many prefer an open car or a coupe for their second car. Many men, particularly, like an open car in seasonable weather. The style appearance of the roadster is an irresistible attraction for the younger element. For those who prefer the all-season type as personal transportation the coupe is a logical choice. Both of the two-seater groups provide the individual touch the two-car owner wishes in his personal car. Where the second car is primarily for the wife, the choice almost invariably is a coupe."

"The motor car market to-day comprises three distinct categories—the car for the family, that for the single person or young couple, and the second car field. The extent of the two-car growth is convincingly told by real estate dealers. Almost without exception they say it is much easier to sell a home with a two-car garage than where there is only one. Particularly is this the case in the newer suburbs of our cities. These grow rapidly because of the desire of the city dwellers, especially if he has small children, to live in a locality where the family may enjoy fresh air, more play-room and security from the perils of heavy traffic. These suburbanites are finding that two cars are vital to their needs."

GRAHAM TRUCKS SHOW STUFF IN THE BIG TIMBER

The more you know about a Graham Brothers' truck, the better you like it. J. W. Van Wyke worked all summer in a Dodge Brothers' dealer's shop for two years; then he put in a one and a half-year hitch as special salesman for the Graham Brothers. Then the big woods called, and Mr. Van Wyke got himself three Graham Brothers' trucks and some trailers and buckled into some real, man-sized work—hauling logs on contract . . . and around Centralia and Chehalis, where Mr. Van Wyke wrestles timber, the logs are certainly some logs.

At the peak of the logging season in the Washington Big Woods, these Graham Brothers' trucks, with trailers, haul heavy log loads seven miles, to mill over a right-of-way that is as far removed from concrete as a stand of the timber they work in is from a city park. The trucks make this haul as many as eight times in a working day and never complain.

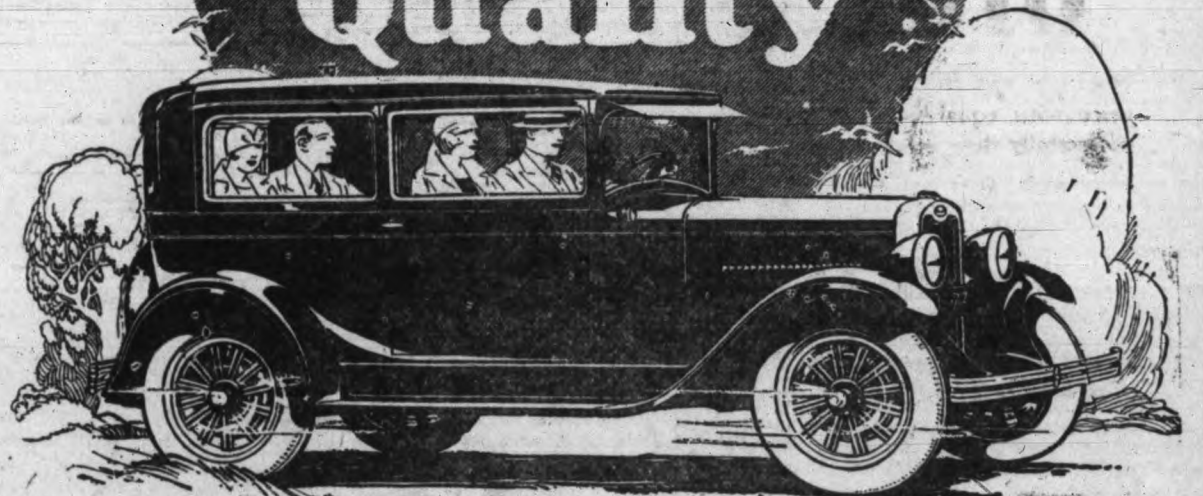
Up around Centralia they use Graham's to haul big men as well as big trees. The boys who get timber out for the Luedinghaus Lumber Company there used to ride to and from work in a "crummy" rail car coupled behind the company's logging train. They used to make it in ninety minutes. Now they hop aboard a twenty-passenger body mounted on a rough road, in forty minutes flat. That's making the minutes count . . . and when they climb aboard the new bus for a quick trip to home, and chow, the boys certainly admire the change.

THE SAME OLD SPOT



AND THEY'RE STILL RUSHING THE CAN SEE? GIMME A GALLON OF GAS, I'M STALLED A LITTLE WAY DOWN THE STREET

Performance Style Luxury Quality



at Low Cost

If you could have exactly the kind of car you wanted, what are the features you would demand?

You would want Performance . . . stamina to stand long, trying trips.

Then you would want Style, of course,—the latest trend in body design—long, low, racy lines,—the newest and most modish colorings. You would want the distinction of Body by Fisher.

And you would like a Luxurious car . . . one with wide, deep cushions that invited rest . . . with rich and beautiful upholsteries and fine interior appointments . . . one with snug protection

against the weather with ease and smoothness of riding.

Last, but by no means least, you would demand Quality . . . substantial construction . . . refinements such as Four-wheel Brakes, Air Cleaner, Oil Filter, Crankcase Breather, Vacuum-Feed Fuel Supply, Safety Gasoline Tank in rear and so forth . . . dependability at all times and under all conditions!

These are the things everyone would like to have in a car . . . and that everyone CAN have, for the first time in automobile history, at the low cost of the "Bigger and Better" Chevrolet. C-14-7-28

The G.M.A.C. . . General Motors' own deferred payment plan affords the most convenient and economical way of buying your Chevrolet on time.

Roadster	• • • • •	\$625.00
Touring	• • • • •	625.00
Coupe	• • • • •	740.00
Coach	• • • • •	740.00
Sedan	• • • • •	835.00

All prices at Factory, Oshawa—Government Taxes, Bumpers and Spare Tire Extra.



Imperial Sedan	• • • • •	\$800.00
Convertible Cabriolet	• • • • •	865.00
Commercial Chassis	• • • • •	470.00
Roadster Delivery	• • • • •	625.00
Ton Truck Chassis	• • • • •	635.00
Roadster Express	• • • • •	650.00

All prices at Factory, Oshawa—Government Taxes, Bumpers and Spare Tire Extra.

CHEVROLET

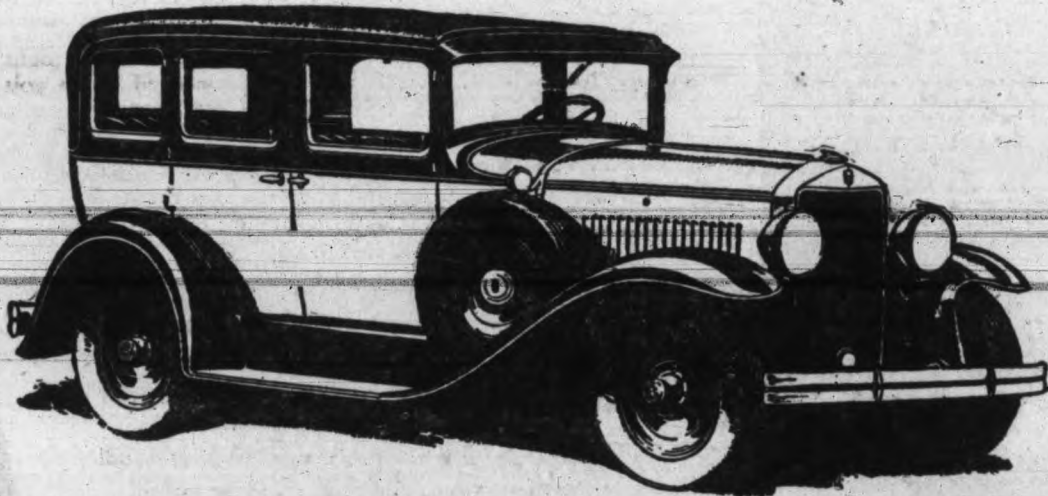
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A Motor Car of Unusual Merit



YOU will appreciate the beauty, comfort and quick response of the 614 as unusual in a car so moderately priced. We will gladly place one of these cars (with four speeds forward—standard gear shift) at your disposal.

Five chassis—sixes and eights—prices ranging from \$1415 to \$6020. Illustrated is Model 614, 5-passenger Sedan, with 4-speed transmission, (special equipment extra). All prices delivered Victoria, taxes paid.

Joseph B. Graham
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EVE BROS. LTD.

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GRAHAM-PAIGE

Marvellous Scenery On Cruise to Skagway

Passengers Thrill At Wonders of Nature Seen From Deck

TOWERING snow-capped mountains, with verdure-clad slopes and foothills, roaring waterfalls, glistening glaciers and icebergs of a marvelous green and blue, cosy settlements and hamlets along the shore, pink sunsets below a deep yellow moon, whales blowing in the open ocean and deer and moose fording the narrow channels—these are pictures which will forever live in the minds and memories of the hundreds of travelers who every year visit Alaska and Northern British Columbia aboard the Ss. Prince Rupert and Prince George, the steamers which the Canadian Na-

and then as one goes farther north there comes the glamor and romance of the "North of '98" country, deserted towns that once were populated by thousands, and tiny settlements where little groups of people are still making a living by the gold which brought hordes to the Klondike in those eventful days. Douglas, a town with fairly large buildings and paved roads, across the channel from Juneau, is entirely deserted, and not a soul is seen on its streets, and Skagway, where once dwelt twelve thousand people, is to-day a village of four hundred, but rich in historic interest.

water. For several hours the Pacific Ocean, stretching to a distant horizon, is seen.

REAL OCEAN LIFE

At times a heavy ground swell strikes the ship and for two hours she rolls in deep, green billows which send many of the passengers to their rooms. But others prefer to lie on deck while some energetic persons even play shuffleboard and enjoy lunch.

After Queen Charlotte the vessel again comes into sheltered waters, and the first magnificent scenery of the Alaska trip is encountered as the passengers sit on the sunny decks, watching with amazement the snow-topped mountains and torrential waterfalls, which are pouring down from green glaciers of unseen altitudes above. About six o'clock the steamer enters Fisher Channel and steams through a mountain-bordered water lane to Ocean Falls. The trip through the Channel is delightful and the course swings through a placid sea, bounded on both sides by gigantic mountains, which rise straight from the water to a height of four and five thousand feet. A stop of about an hour is made at Ocean Falls, giving the passengers time to see the largest paper and pulp plant on the Pacific Coast, and the homes of the employees in this huge industry. Leaving Ocean Falls on the evening of the second day's cruise, the course leads back through Fisher Channel and then out into another stretch of open water, Millbank Sound. But Millbank Sound has little effect on the steamer and as the evening advances the passengers begin to feel the thrill of the North as the day lengthens out and the sun does not set until near midnight.

Next morning, passing the Skeena River, at the mouth of which are hundreds of fishing vessels, the ship approaches Prince Rupert harbor, and at 10.30 o'clock ties up at this northern terminus of the Canadian National Railway. A stop of five hours is given at Prince Rupert to see the many interesting sights of this city. The morning may be spent in viewing the city from the top of a high hill near the dock and after lunch on the steamer a walk to the cold storage

glacier which sometimes obliges and thrills the passengers by casting bergs into the sea with a great crash when the ship's whistle is blown. About half an hour is spent in the vicinity of Taku cruising among green and blue icebergs, and then after a short run through Gastineau Channel, the ship arrives at Juneau, the capital city of Alaska.

There is much to do at Juneau.

MENDENHALL GLACIER

Many of the passengers, immediately the boat docks, board the waiting motor cars for the trip to beautiful Mendenhall Glacier, a wonderful mass of deep green and blue ice, fourteen miles from the city over a delightful highway. Mendenhall is unique in that it is easily accessible and visitors are able to go right on to it and walk about.

Auk Lake lies along the Glacier Highway, and is a gorgeous spot, lying at the foot of the great glacier. On calm days the glacier and the mountain back of it are reflected in the deep green of the water, making a picture long to be remembered.

The journey to Mendenhall takes about an hour and a half and upon returning to the city there is time to take a look at the curio shops and stores. For those who remain in the capital city during the entire two-hour stop there is plenty to do. There is the Territorial Museum which contains works and exhibits portraying the history of the territory from its earliest days. An interesting hour may be spent in this building, and a picturesque, old curator, a resident of the north for many years, shows one around. And then there is the Governor's residence, the home of the Governor of the Territory of Alaska. Or equally interesting is a walk through the streets, where one may peer into the various curio shops, and perhaps succumbing to an attractive window display, purchase a totem pole, bracelet or a carved ivory animal.

SUPERB LYNN CANAL

Juneau is left at midnight and the last leg of the northern journey to Skagway, through the

those merchants and professional men who cater to their needs.

About half the passengers of the boat leave Skagway immediately after the arrival of the steamer and board the White Pass Railway for a thirty-hour trip to the head of West Taku Arm, 150 miles distant, seventy-five miles on the railway and seventy-five miles on the west arm of Lake Atlin. Four hours is given these passengers to see Skagway upon the return the next day. Yet for those passengers who stay in Skagway there is plenty to do to fill in the thirty-six hours' stay.

derful scenery of this water passage brings all passengers from their rooms in the early morning. At places it seems as if the shore on each side is not more than fifteen feet away. The prosperous homes of fur farmers are seen on both sides, and frightened deer often swim out in front of the boat.

The town of Wrangell is reached about noon and passengers are given a three-hour stop at this point to see the totem and other interesting sights of the town.

Ketchikan is reached at 10 o'clock that



Beautiful Auk Lake with Mendenhall Glacier in the background.

tional Railways operate to the land of the mid-night sun.

From the time the passengers board the steamer at Vancouver until they are disembarked at the same port ten days later, the trip is one of sheer joy. Delightful hours spent on a sunny deck, interesting chats with world travelers in a cosy corner of the observation room, a game of bridge on the sheltered after deck or in the smoking room, dancing on deck or in the social hall every evening to the strains of a melodious orchestra, or exciting games of shuffleboard on the spacious boat deck with newly-made friends, make the ten-day trip as a guest aboard the Canadian National steamer truly wonderful and ones that will always be conjured up when pleasant memories are revived. Willing service, from the capable-looking captain on the bridge to the humblest of the cabin boys, sumptuous meals served in a dining-room charming in its simplicity, cosy and comfortable staterooms, an observation room done in bird's-eye maple and old gold and gaily-flowered crotone, a smoking-room with large, comfortable leather chairs, a restful social hall with a grand piano and large orthophonic, ample deck space for promenading and playing deck games, all make the hours spent on board pass too quickly.

QUAINT PORTS OF CALL

There are the ports of call. In all the world are there such interesting and quaint places as one sees on a trip to Alaska? From bustling towns of five and six thousand people to picturesque Indian fishing villages, the ports of call range. Up the coast of British Columbia are made at industrious little towns, where paper and pulp is manufactured for the world markets, towns where salmon and other fish are packed, logging towns and tiny farming settlements. It is interesting to see these places

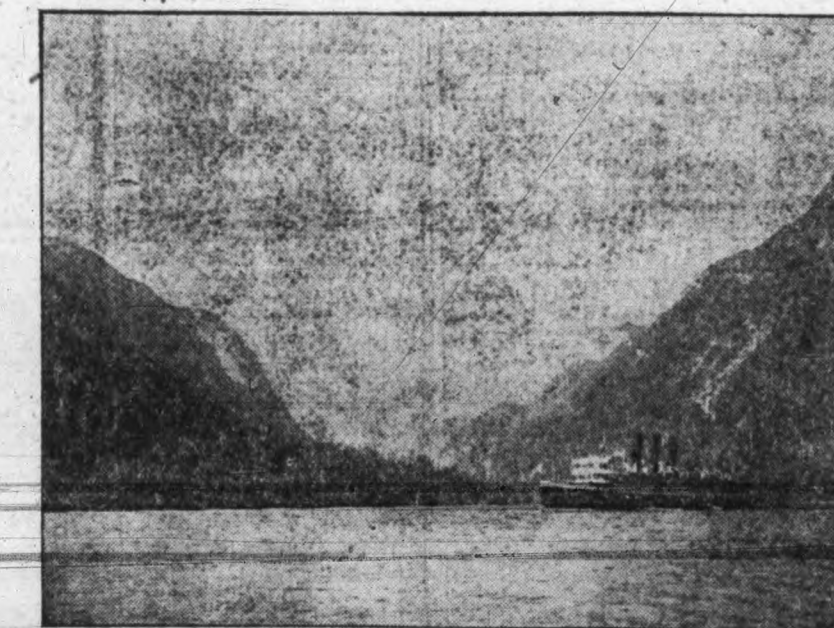
THE DEPARTURE

Half an hour before sailing time the ship's orchestra, composed of four young men from the University of British Columbia, strikes up a lively tune. Gaily-colored serpentine is distributed among the passengers and thrown from the deck to the shore, and after three sharp blasts from the ship's funnel, the steamer pulls slowly away from the pier and faces West, past Stanley Park, Brockton Point, and at Point Atkinson Lighthouse turns north. For eighteen hours she steams among the islands of the Gulf, with Vancouver Island on the left and the mainland of British Columbia on the right.

Soon after the start the orchestra plays on the after deck, which has been canvased in and hung with colored Japanese lanterns.

Early next morning the ship is in Seymour Narrows. If fortune favors, she will sweep through on a full tide, but at times she must buck a strong flood tide, creeping inch by inch past Maud Island light. Fifteen miles from the Narrows, Chatham Point is reached. From Cape Mudge, at the end of Seymour, the vessel steers into Johnstone Straits. Steaming steadily northwesterly to Beaver Cove, the scene of extensive logging operations is passed, and five miles farther north the Indian village of Alert Bay. Canadian National steamers do not call at Alert Bay, but a good view of the town, with its picturesque totem poles and Indian houses, is obtained from the deck of the steamer.

Just beyond Alert Bay is Haddington Island, former site of extensive quarries from where came most of the granite used in the construction of the Parliament Buildings at Victoria. The Finnish village of Sointula is next passed, and half an hour later the vessel enters Queen Charlotte Sound, the first stretch of open



A C.N.R. steamer among the scenic-beauties of northern waters.

plant, about three miles from the city, occupies the time of many of the passengers. At 4 p.m. the ship leaves for her first Alaskan port, Ketchikan, fifty miles from Rupert.

BRIGHT EVENINGS

The evening is brighter than the previous one, and as the vessel docks at Ketchikan the sun is setting in a glory of pink and pale yellow. At the same time a full moon shines in a velvety blue sky. It is a wonderful sight.

Ketchikan has a population of about six thousand people and is in the centre of a large fishing, timber and mineral area. The entire passenger list on the ship pours off for the two-hour stop at this town, built for a distance of five or six hundred yards on wharfage. Wonderful curio shops are to be found here, as well as totem poles and other relics of a prosperous and romantic past. Indian street vendors reap a golden harvest from the tourists, as very few return to the south without having purchased a pair of slippers or a hand-worked basket, or some souvenir of the trip.

Now the ship leaves for the trip to Juneau. The journey is generally made through Wrangell Narrows, but if the tide is missed the vessel must take the outside passage, ninety miles in the open Pacific Ocean.

TAKU GLACIER

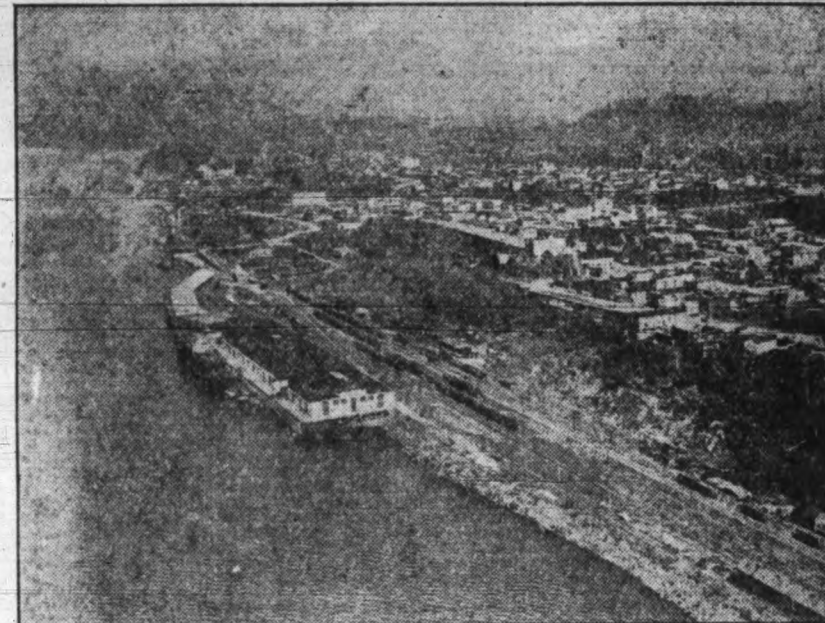
About seven o'clock Taku Glacier is reached. This ice body takes its source from an immense glacial field from which several other glaciers originate. At the mouth it is more than a mile in width and two hundred feet high and extends back about fifteen miles. It is a live

superb mountain bordered Lynn Canal, is commenced. The passengers are up early the next morning as Skagway is to be reached at 9 o'clock, and belongings must be packed and adieu made to those of the passengers who are going in to the interior and who will not return on the same steamer. So as early as 6 o'clock the first passengers are astir to view the far-famed beauties of the Lynn Canal. And an early rising is well worth while, for Lynn Canal is a narrow strip of water bound on both sides with mighty mountains. Perhaps a black bear may be observed taking his morning wash at the side of the water, and at times several deer may be seen fording the stretch. Fourteen miles from Skagway the United States military barracks the town of Haines is passed, and less than an hour later the steamer is berthed at Skagway, the northern end of the water journey and the point where the famous "Trail of '98" began.

OLD SKAGWAY

From the Indian word Skagua, meaning the home of the North Wind, this northern town gets its name. In the north it is spelt Skagway to give it its full Indian significance. The town dates back to 1897, when the Klondike gold rush was at its full height. Before the end of that year it had a population estimated at 15,000 people. It is here that the Trail of '98 commenced and from this point thousands followed the lure of gold through the mountain passes to the interior of Alaska and the Yukon.

From the boom days the population had gradually decreased until to-day there are only between 300 and 400 people, mostly White Pass Railway employees and their families, and



Prince Rupert, northern terminus of the C.N.R.

SOAPY SMITH

There is "Soapy" Smith's grave to visit. The career of "Soapy" Smith is well known all over the continent. "Soapy" was a bandit whose trade flourished in the hectic days of '97 and '98, and who met his end in a gun battle with Deputy Sheriff Frank H. Reid. The passing years have added considerable glamor to "Soapy's" life and career, but it is certain that in the combat Reid was mortally wounded and died within a week. Time has served to dim his memory, however, and now when his name is mentioned it is merely to add authenticity to the yarn. He is generally known as the man who killed "Soapy" Smith and not as the hero who freed Skagway and the northland from a dangerous man. Nearby the graveyard and reached by a short woodland trail, is Reid's Falls, named in honor of the Deputy Sheriff. This is a more fitting effort to preserve his memory than the notoriety which is "Soapy's."

There are several lakes within easy walking distance and these lure fishermen for a day's sport. The most accessible of these lakes are Lower Lake Dewey, about 800 feet above the town on a good mountain trail, and Black Lake, a five-mile hike to the foothills of A.B. mountain.

Several interesting trips over the White Pass on the White Pass and Yukon Railway occupy the time of those passengers who do not take the West Taku Arm trip. The most popular of these is the trip to Lake Bennett and return through some of the most stupendous mountain scenery in the world. A full thirty-four hours is given at Skagway before the return trip south is commenced. At 7 o'clock on the day of sailing the passengers board the vessel, and soon after she starts her journey, the course leading back through awe inspiring Lynn Canal to Juneau which is reached about midnight. Wrangell Narrows is navigated and the won-

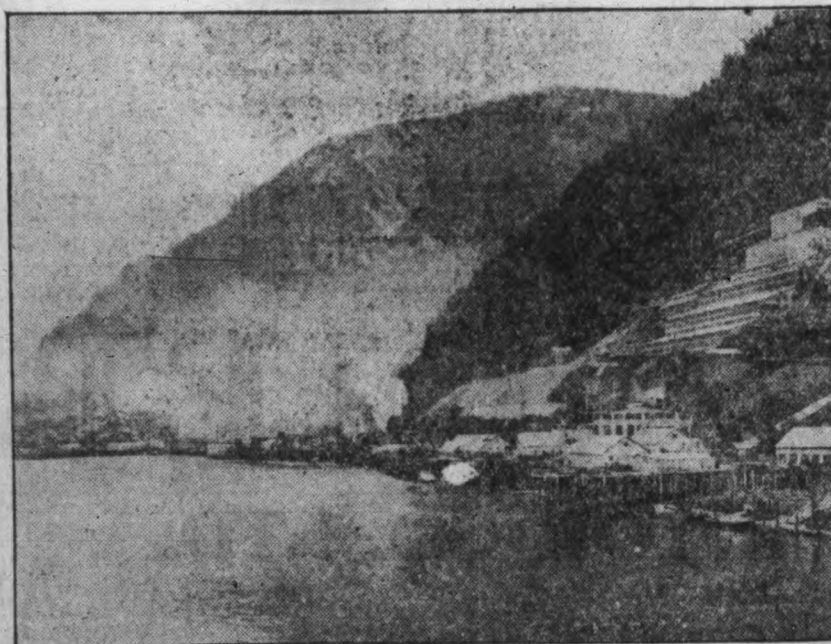
night, and the following morning at 10.30 o'clock, the steamer stops once again at Prince Rupert, where many of the passengers disembark to take the train east to Jasper Park. Five hours is given at Rupert before the last leg of the southern journey is commenced. Ocean Falls is reached the next morning about 11 o'clock, where a one-hour stay is given.

And now comes the last day at sea, for Vancouver will be reached early the next morning. So the short time left at the passengers' disposal is used to the utmost. The shuffleboard courts are in use all day and the orchestra becomes more popular than usual.

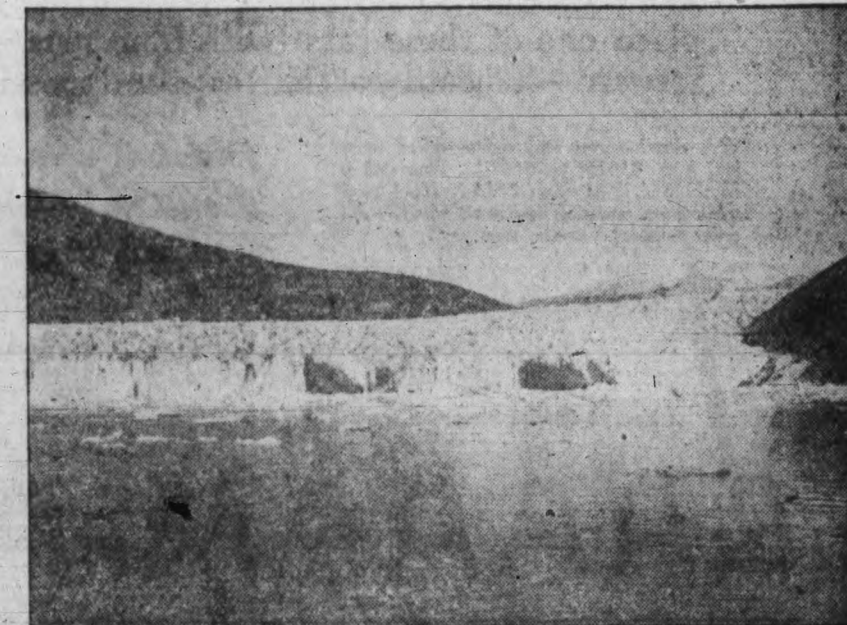
Bright and early the next morning the passengers are up, for the vessel will dock at 9 o'clock.

Those who have made the trip all agree that it is the noblest panorama of nature, in which sea, islands and mountains are intermingled, that can be found in any quarter of the globe. There may be prettier, daintier scenes or some with more startling colors and brilliant effects, but all through the northern waters there is a lavishness and an endless variety of ocean and mountain scenery, quiet inlets, glacier-topped summits, and heavily wooded valleys that make a combination unsurpassed, and in the opinion of many world travelers, unequalled anywhere else on earth.

The scenes are as imposing as the fiords of Norway, nor has the far-famed Inland Sea of Japan anything more lovely. In these waters mountain climbing by steamboat is done, for the ocean has inundated a series of colossal ranges. The steamer sails for days through winding channels, broad and narrow, and among cloud-topped peaks that make the vessel look like a child's toy in the hands of some giant.



Juneau, capital city of Alaska, with the Treadwell gold mines to the right



Taku Glacier, a gigantic body of green and blue ice near Juneau

Week-end Cables and Special Dispatches From Across the Atlantic

CRISIS CONTINUES IN ENGLAND'S CHURCH-STATE ROW

Prayer Book Controversy Leaves Religious Organization Only Three Alternatives—All Distasteful

London, July 14.—The Established Church of England to-day is facing what some of its own bishops have called the gravest crisis in 250 years. And it is all because the House of Commons twice has rejected by decisive vote a revised Prayer Book which had the adherence of a majority of the bishops, clergy and laity of the church.

It is one of those extraordinary things that could happen only in England, where the church is the established state religion and is endowed by the nation, but in return must submit to a large measure of final control by Parliament. To-day, therefore, more than at any time in its long history the leaders of that religion find they have a church in chains.

Other Protestant sects are perfectly free by means of their church machinery to make any changes in their creed or book that they choose. The Church of England has not that freedom.

For twenty years there has been agitation for a revised Prayer Book. Some months ago, with the approval of a large majority of the bishops, clergy and laity, such a book was submitted for approval by Parliament. It was defeated in the House of Commons. A few slight alterations were made and it again was submitted to the Commons. It was defeated by an even larger majority.

BEATEN BY NON-MEMBERS

Such is the make-up of Commons that the Prayer Book of the Church of England was defeated mainly by



Premier Stanley Baldwin
His Conservatives Voted 'Aye'

the vote of 106 members who are not communicants of that church and some of whom belong to no Christian church at all. To add to the irony

of things, the revised Prayer Book of the Church of England got a majority of the votes of the English members of the House of Commons, but was defeated mainly by Scotch, Welsh and Irish voters.

Premier Baldwin, an Englishman, led the majority of his cabinet colleagues and the majority of his Conservative party to vote "aye." But Sir William Joynson-Hicks, a member of Baldwin's cabinet and also an Englishman, defeated his chief by getting a majority of the votes of the Labor and Liberal parties.

The church thus has been denied its right to have power over its own creed and its own books. The issue thus defined will have to be faced this Summer. There are three alternatives:

1—It can submit to the decision of the Parliament and allow the old Prayer Book to stand.

2—It can remove the contentious



Sir William Joynson-Hicks
Defeated His Chief

matters about the offices for Holy Communion and Communion for the Sick and thus get the Prayer Book adopted.

3—It can boldly defy Parliament and make the new Prayer Book the law of the church by giving it full canonical sanction.

WOULD INVOLVE OTHERS

The last step would be fraught with grave dangers and would plunge the nation into bitter controversy. There would at once arise the demand on the part of other Protestant religions that the Church of England, having broken its compact with the state, should cease to be an Established Church. And if disestablishment once were demanded others would be sure to command disestablishment also.

Under the law of the land, the king must be a member of the Church of England. Indeed, one of his titles is "Defender of the Faith." If the church were disestablished as the state religion, there would be nothing to prevent future kings belonging to other churches. The church would lose its official character; it probably



King George
Is "Defender of Faith"

would lose many of its privileges. Among others, twenty-four bishops now sit and vote in the House of Lords.

The church's one safety, if it defies Parliament, is that there probably is no political party and no political leader who would be willing to step forth and demand disestablishment. If the question were raised, religion thus would be introduced into the next parliamentary elections. In England a very large number of people are members of the Church of England and their voting strength will be enormously increased in the next elections when all women over twenty-one have the vote. The bulk of the Church of England communicants doubtless would be dead-set against any party or any candidate who spoke for disestablishment.

The whole situation is loaded with dynamite. It is dangerous for the church leaders if they defy Parliament. It is even more dangerous for the political leaders if they attack the church.

SWEDEN GIVES KING MILLION-DOLLAR BIRTHDAY BONUS



Here is Gustaf, king tennis player. His 70th birthday brought him a million dollar bonus from his subjects.

Stockholm, July 14.—Gustaf V., the King of Sweden didn't like when he first mounted the throne, received a nice little birthday gift of nearly a million dollars cash from his subjects when he turned seventy the other day.

The presentation showed strikingly how a ruler can mellow and ripen in character and can turn a people's distrust into warm admiration and love.

King Gustaf indicated the money would be used to finance scientific research into cancer diseases. His father, Oscar II., received a similar gift when he was seventy-five, and used it to aid the medical fight on tuberculosis.

The Swedes delight to tell how their King became "humanized" after passing the age of fifty—when the characters of most people are permanently moulded.

CALLED AN ADMIRER OF THE KAISER

As Crown Prince, Gustaf was known as a reactionary, opposed to his father's liberalism. He cared little for literature and the arts, but a great deal for outdoor sports and for army life. He was a fine runner and shot, and an expert tennis player. He was a general in the Swedish army, had honorary rank in many German regiments, and was said to be an ardent admirer of Kaiser Wilhelm. To this day the Swedish army goose-steps like the German.

But the trend of his thought was best displayed in the troubles with Norway. The King of Sweden was also the King of Norway. In 1905 Norway declared the ancient union with Sweden terminated.

DOCKED HIS SALARY

Gustaf declared his willingness to lead a Swedish army against Norway to bring its stubborn people to reason. The Norwegians at once cut off the allowance they always paid the Crown Prince.

For a time it looked as if Sweden and Norway might actually go to war, but the union finally was peacefully dissolved by mutual agreement on October 26, 1905.

Gustaf asked the Swedish Diet to vote him a sum of money to make up for what Norway formerly paid him, but the Diet refused to do so.

During the World War, Gustaf, now King, managed to keep his country neutral and safe. Sweden prospered. Moreover the King himself grew with his office. The old-time reactionary was the first Swedish King who had to confer with a Socialist Premier, the late M. Branting.

A DEMOCRATIC RULER

Gustaf drives about his capital quite simply and often drops into some of the better known cafes for a drink. One day some ardent republicans were discussing the toppling of monarchies.

"What do you think of it, sir?" said one of the men to Gustaf.

"Well, I am against it. You see, if there were a republic in Sweden, I might lose my job."

"What's your job?"

"I'm in the king business myself."

Gustaf is one of the few in the king business whose ancestors were very plain folk. The Swedish dynasty was founded in 1618 by Jean Baptiste Bernadotte, the son of a French lawyer. Bernadotte's wife had been a grocer's daughter. Sweden adopted them as its royal couple after Bernadotte had won promotion to field marshal in the armies of Napoleon.

MUGS IN MANCHESTER

A man who describes himself as a "masquerade and manipulative surgeon" has been selling in Manchester a liquid in unlabelled bottles which he calls "alligator oil," and which he states will cure cross-eyes and squint. The patient is instructed to apply the oil to the back of the neck and keep the eye bandaged for a month. By the time the bandage is removed the man has left the district, and the patient, who paid anything from 2s. to 10s. 6d. for the remedy, discovers it to be merely a crude machine oil, and quite valueless for the purpose.

Fare On New Berlin-Paris Non-stop Plane Less Than That On Train

Berlin, July 14.—"On next Sunday for the first time in history and after that every Sunday until further notice, there will be a non-stop aeroplane service from Berlin to Paris."

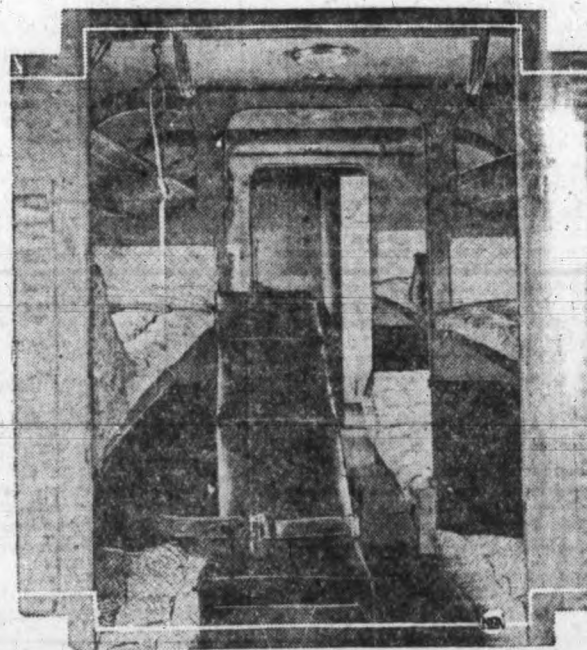
With as much nonchalance as a railway company displays when planning a new local train for its patrons, the great German Luft Hansa Company calmly announced this immense stride forward in linking together the capitals of the two former enemy countries. There is already a daily service between Berlin and Paris, but the aeroplane lands at Cologne for about a two-hour stop.

Just what the new Sunday service means to business men may be gathered from this: The fastest train from Berlin to Paris leaves at 10 on Sunday night and reaches the French capital at 3 o'clock on Monday afternoon—seventeen hours. The non-stop aeroplane leaves Berlin at noon on Sunday and is due in Paris at 3:30—five-and-a-half hours. And the cost of the trip is less than by rail. If on the train one takes a sleeping car berth:

GOING FOR A RIDE

I traveled on the first non-stop Berlin-Paris plane the company ran. It was a giant Junkers all-metal monoplane fitted up with immensely powerful Jupiter engines. Its company name is the D-1310. There were five other passengers, two British flying officers of the Royal Air Force, two German newspaper men and a Belgian business man.

At five minutes to 12 we were told to take our places and promptly at noon, without any preliminary fuss and feathers, we moved off. Up we went, nearly a mile high, zooming along at the pretty speed of 120 miles an hour because we had a favorable following wind. In less than no time we had passed over the chain of lakes which surrounds Berlin and then we were over Potsdam, where we had a very clear view of the group of magnificent Hohenzollern palaces. Then we settled down for the flight over Ger-



One of the great tri-motored Luft Hansa passenger planes is shown above, with sleeping berths. In the day time these berths become comfortable Pullman chairs.

man soil. We passed over a chain of mountains.

At 1 o'clock we received our first surprise. A door opened. We got a view of a kitchen. A neatly clad waiter asked if it would be agreeable for us to have lunch served at 1 o'clock.

Tables such as are used on European trains were rigged up and we were served the following excellent meal: Hot real turtle soup, cold chicken, real

and beef, lettuce and tomato salad, fruit salad with whipped cream, hot coffee. If any of us wanted German or French wines or mineral waters, they were there for the asking.

By the time we finished our meal, we were over the Rhine, snaking its way through the rolling hills. At 2:45—165 minutes of actual flying time—we were at the extreme west of Germany, flying over Cologne, land-

marked by the twin towers of its famous cathedral.

Soon we left Germany behind and were in France. We were passing over old battlefields, recognizable by the scars which are old trenches and the pockmarks which are old shell holes.

The huge dead trees, from where we were, looked like match sticks. At 4:30 we passed over Rheims, where we got a wonderful view of the famous cathedral which suffered so much damage from bombardment. In almost no time we passed Chateau Thierry. At 5:10 we arrived at Le Bourget aerodrome, and in five minutes more made a perfect landing. And fifteen minutes ahead of our scheduled time!

Aviator Wendt of the Luft Hansa, who flew the D-1310, is one of their crack pilots. In making this record time on the first flight, he had no easy job.

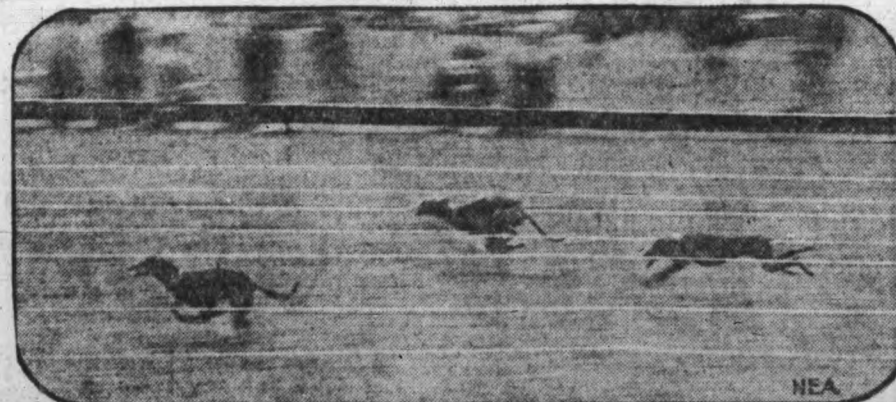
We had sunny weather and a following wind while over German soil, but things changed completely when we hit France. Flying at 4,200 feet we were above a solid bank of low-lying, boiling bubbling white, grey and black clouds. As we could not rub out of them, Wendt dropped his machine to 1,800 feet altitude, but there was a heavy mist and for much of the trip toward Paris our pilot flew by compass.

INTO A SHOWER

As we neared Paris we ran into black weather and just as we landed a heavy Spring thunder shower burst over the capital. But we had done over 600-odd miles in the fastest time ever performed by a passenger plane.

We had demonstrated that it is possible now to talk to business men in Berlin one night and to Paris men of affairs the next night. It's another feather in the cap of the Luft Hansa, who operate the greatest passenger aeroplane service in the world, covering Germany with as much complete ease as any national railway system and, in addition, running aeroplanes to France, Holland, Belgium, Scandinavia and Russia.

HERE'S HOW FLEET WHIPPETS LOOK IN ACTION



One really needs a camera to watch a whippet race. Without the aid of a lightning-quick shutter to arrest the movement of the dogs, it looks like just so many blurs between the tape lines. This picture clearly shows the stride of the fleet little racers.

London Summer Season Humming With Activities

Reuter's Special to The Victoria Times—London (By Mail).—More than 200 aeroplanes of all sorts, shapes and descriptions will take part in the great Royal Air Force display at Hendon. Among these 200 will be seen some of the latest and most formidable fighting craft in the world. Some of these are new, and have only in the last few weeks completed their service trials. The Hawker-Bristol "Hawfinch" and

the Boulton and Paul-Bristol "Partridge," and the Bristol "Bulldog" are good examples. All three machines are the last word in fighting craft. They can climb right up out of sight in ten minutes or so, and are as fast as Malcolm Campbell's racing Napier car. The massed fleet of the latest wonder machines, the Fairey-Napier III. P's, will carry out mass attack work in the air, and machines of a total of 25,000 horsepower will manoeuvre together.

OIL WORKS ATTACK

At the end of the display, when all the machines engaged fly off to their home aerodromes, there will be 100,000 or more horsepower all unleashed more or less together. The ground set piece of the display, which is timed for 5:40 p.m., is an attack on and subsequent destruction of an oil refinery. Fleets of hostile craft will attack the oil refinery with explosive and incendiary bombs. Efforts to repel them will be made with anti-aircraft guns and opposing machines, and a thrilling battle royal will ensue. Masses of smoke and flames will mark the final destruction of the oil refinery. The proceeds go to R.A.F. charities.

THE STAR TURN

"Here he is, the star turn of the troupe, the king of horses." So said a

guide, pointing to the cleverest horse of the Imperial Riding School of Vienna performers, who have come to London to take part in the International Horse Show at Olympia. Imagine a fine upstanding chestnut bay with proudly tossing head, his whole carriage denoting his great pride and ancient lineage. "Fine bit of horse-flesh, isn't he?" added the guide, an Olympia stableman who in the course of many years has seen the pick of the world's horses at this great equine festival. The splendid animal delicately paved the ground and bobbed his beautiful head as if in acknowledgment of the compliment. He can almost talk.

A LONG PEDIGREE

He and his ten comrades are descended from chargers which carried the soldiers of the Austrian Emperor to war 300 years ago. All are of Moorish and Spanish descent with a dash of Arab, and their performance in the ring is a thing at which to marvel. Gorgeous trappings are worn by these Viennese horses. There are bridles and harness of chased silver, ornate spurs, cloths of scarlet and gold exquisitely wrought and beautiful to behold, and saddles of softest white Morocco leather designed to give the maximum of comfort to horse and rider. An Austrian Count, formerly Master of the Imperial Horse, is in charge of the troupe.

RELICS OF THE NAVY

Lovers of the sea who would like to have a battleship bell as a dinner gong may be able to secure one after August 18. The Admiralty is selling at 25s apiece about sixty bells which they no longer need. The offer is made to any naval and civil officers, naval establishments or R.N.V.R. divisions. Members of the public, however, who want to own a ship's bell can ask a naval friend to buy one on their behalf. The sale of ships' bells is a modern innovation, due largely to the cutting down of the fleet. An Admiralty officer said that years ago he was anxious to buy a bell belonging to the Argonaut, but

IN DIVORCE SUIT



His affections for Madame Lepescu have not only cost Prince Carol of Roumania his throne but they have now led to a divorce suit filed by Princess Helena, mother of Roumania's "boy king." The princess has started action in Bucharest. Above, she is shown with the young King Michael. Below are Prince Carol and Madame Lepescu.

Dances For Royalty

Madrid, July 14.—Heart's desire came to Doris Niles, dancer, when she was invited to dance before Spain's royalty the other day.

"It was like a dream, but all very real," said Miss Niles after the royal audience had applauded her. The audience included King Alfonso and Queen Victoria Eugenia of Spain; the former King of Greece, the Infanta Isabella, King Alfonso's aunt; Prince Jaime and the two Spanish princesses; Mr. and Mrs. Cornelius Vanderbilt; Premier de Rivera, and American Ambassador and Mrs. Hammond.

"I danced at a dinner given by the embassy for the royalty and nobles of Spain," said Miss Niles. "It was a truly regal, gorgeous affair."

"The ballroom, with walls of yellow brocade, crystal chandeliers and mirrors reflecting everywhere, was a perfect setting for the beautiful array of clothes and jewels."

"Their Highnesses sat on a gold divan, while the others lined the walls, standing. I danced four numbers, to the most enthusiastic audience I ever have had."

"After my last number I was personally escorted to the King and Queen and presented. They chatted about the skill with which I danced, and invited me to dance for them each time I came to Spain."

"I now can do my Spanish dances with their fees before me and feel the greatest aspiration."



Doris Niles

A PAGE FOR THE CHILDREN

YOUNG AMBASSADORS FROM UNITED KINGDOM WILL TOUR DOMINION

Golden Opportunities Open in Canada for Youth of the British Empire, States Lord Burnham

Described as "young ambassadors of the Empire," a party of fifty boys and girls in Great Britain are now preparing for the start of their lives, a personally conducted tour of the Dominion of Canada, as contest winners in the Empire Travel and Scholarship Fund.

Arrangements for the trip to be made towards the end of this month were completed recently by the Allied Newspapers of Great Britain, the Canadian Steamship Line, and the Canadian National Railways.

Though only fifty prize-winners are to participate in the trip, upwards of 500,000 children wrote on the examination papers, and there were several hundred prize-winners in addition, who received cash prizes though not participating in the grand tour. The competition was conducted with the aid of the British press, and carried word of Canada and Canadian growth into every corner of the United Kingdom.

The forthcoming tour of the party will land on the Atlantic Coast, and will be shown over every province in Canada to the Pacific Coast. They will see, on their return journey, a prairie harvest in full swing, as well as being taken to see Canadian mining, lumber and other industries at their peak of production throughout the country.

GOLDEN OPPORTUNITY

"The scheme is admirable because it introduces that personal touch which is needed to strengthen the bonds of Empire and people the wide spaces of the Dominion with sturdy young Britons. Canada may not be a land of feather-beds, but it is certainly a land of golden opportunity. Only by seeing for themselves can our young people to-day fully realize how vast that opportunity is. Personal contact with their compatriots overseas and a sympathetic understanding of their aims and outlook can do more to bring home to our nation's youth the tremendous significance of Empire than any amount of stereotyped propaganda."

"Canada has no use for the superior person. Some Canadians have an idea that the young people of the Mother Land consider themselves superior and to dispel such an impression the personal touch is greatly needed. That is why such a scheme as yours should have a lasting and valuable effect."

"I feel convinced that the scheme

will lead to big things in the future by throwing open, as it does, the opportunity of acquiring Empire knowledge and experience at first hand to the young worker at home as freely as to the money classes."

Efforts are being made to have the Dominion tour of the Empire Travel and Scholarship party extended to Vancouver Island, at present not included in the itinerary of the visit. In this connection British Columbia's agent in London, Hon. F. A. Pauline, has been approached by Vancouver Island sources to see if the extension of the tour cannot be arranged.

RISKS HIS LIFE FOR HIS DOG



Devotion to his dog has given thirteen-year-old John Reid the greatest thrill of his life and almost ended it. When his pet, Jiggs, was carried into Mill Creek tube, a huge water conduit which supplies the city of Erie, John leaped in a manhole after him. Both took a mad ride on the rushing waters, for three miles under the city. Jiggs was drowned, but the boy came out the other end of the tube, bruised and slimy but whole.

BASEMENT LUCK

Mother (giving afternoon tea instructions): "Now, remember, Willie, when these cakes are handed round, you must take a plain bun from the bottom of the dish."

Willie (disgustedly): "Just my luck! The bargain-basement again."

BEDTIME STORY Uncle Wiggily and the Painter

Copyright, 1928, by McClure Newspaper Syndicate

(By Howard R. Garis)

When Uncle Wiggily reached his hollow stump bungalow, after giving the poor mouse lady good things to eat one day, he found all his forty-seven little rabbits waiting for him.

"Did you bring us a puzzle to do, Daddycums?" asked Thigle.

"Yes, and it is a very easy one," chuckled Mr. Longears as he showed the one the mouse lady had made for him, with squares and radiating words each one with its middle letter missing.

"Oh, that is a very hard puzzle!" said Buster.

"No, it is very easy," said Uncle Wiggily. "You have just said the middle letter of the word you need to put in."

"Oh, did I?" asked Buster.

"There you go again!" laughed his father. "The letter is O!" And surely enough, when O was put in the middle space it finished the words mouse, shows, goose and tooth.

All the little bunnies laughed and then Uncle Wiggily took them to a moving picture show, or, rather, he took them to two shows, for there were so many little bunnies they couldn't all get in one show.

The next day, when Uncle Wiggily started out to look for an adventure he happened to be crossing a hill when, up near the top, where there were some small trees and bushes, Mr. Longears saw them moving as if the wind was blowing them.

"But there is no wind," whispered the bunny to himself, for there was scarcely a breeze enough to make his whiskers tremble. "So it must be some Bad Chap, hiding in the bushes, who is rustling them." Uncle Wiggily was about to hop back and run away when he heard singing. It came from the top of the hill.

"Bad Chaps don't sing," thought Uncle Wiggily. "I think I'll go up there and see who this is."

Up hopped the rabbit gentleman to the top of the hill, and there he saw a



A jolly monkey was painting a sign.

jolly monkey, who was painting a board sign that stood up on two wooden posts for legs.

"Hello!" said Uncle Wiggily. "Hello!" chattered the monkey with a quirk of his tail.

"What are you doing?" asked the rabbit.

"I am going to make a sign," answered the painter monkey.

"What kind of a sign?" asked the rabbit.

"You'll soon see," chattered the painter monkey, and he began to spread some black paint on the board that stood on two legs. And as he painted, the monkey sang: "La! La La! A beautiful song, without words."

"Well, that is a queer sign," said Uncle Wiggily, when the monkey laid aside his black brush.

"Ah, but you only see half of it," chattered the painter. "I am now going to make the letters." He took up a



Read this sign.

brush and some white paint, but just then, as of a sudden, the Pussy Fox popped out of the bushes and made a grab for Uncle Wiggily.

"No you don't!" howled the monkey, and with that he dashed some white paint on the big, dusting brush tail of the Fox. Now the Fox was very proud

of his tail and when he saw there was paint on it he gave a good loud howl and ran off to his den to get some gasoline to clean himself.

"That settles him!" laughed the monkey.

"Thank you," said Uncle Wiggily. "But I'm anxious to see what letters you are going to put on your sign. Is it an advertisement for chewing gum?"

"You shall see," chattered the monkey. With that he began putting white letters on the black board. But he scattered the letters all over. In this corner and that corner, all topsyturvy.

"That is a queer sign!" said Mr. Longears.

"It is a puzzle sign," chattered the painter monkey.

Could the rabbit read it? Can you? Well, if you can, and if the Bumble Bee doesn't take all the honey out of the violet to make a molasses cake for Katy-did's party, I'll tell you next about Uncle Wiggily and the black twine.

INSECTS FROM BYGONE YEARS

An artist who is careful in the selection of the pigments for his pictures usually reckons that they will last two or three hundred years. Natural pigments have been discovered that have kept their color for at least a hundred million years.

These ancient colors were parts of the wings of insects not unlike butterflies. Insects of that ancient period were caught and died in mud banks and were buried by fresh mud deposits. A scientist examining fossil specimens produced in this manner discovered traces of their original colors. Unfortunately these colors faded shortly after the protecting layers of dried mud were split off, exposing the ancient colors to the light and air.

Some years ago traces of a reddish pigment were found in the backbone of a fossil crocodile believed to be millions of years old, while geologists once found a greenish pigment, like that of green leaves, in relay from a well hundreds of feet deep in the deserts of the State of Nevada. Both of these finds were doubted, but this new discovery indicates that the reddish stain of the crocodile bones may really have been blood, and that the Nevada pigment may have been that of long-buried leaves.

BRITISH BOY ACTOR

A five-year-old British boy who has just begun work in a British film studio is believed to be the successor to Jackie Coogan, who is now growing too big to play the parts in which he used to be so delightful. He is Michael Stanley, a distant relative of Lord Derby. Michael's father is Captain E. A. V. Stanley of the National Greyhound Racing Club, who, with his wife, is also well known in hunting and racing circles.

JACK LOCKWILL IN THE WOODS

By GILBERT PATTEN
(Creator of Frank Merriwell)



The excited girl would not be restrained. Addressing the judge, she started to tell her story in staccato broken English. "Don't listen to her!" shouted Elam Frye. "She's lying, judge!" "Sit down and keep still or I'll have you arrested for contempt of court!" barked His Honor, banging the table with his gavel. "Go on, my girl, but speak slower so I can understand you."



The courtroom was hushed as Bambi told her story of what had happened. It corroborated the testimony of Jack and his chums in every particular.



His Honor questioned Bambi in a kindly way, and she clung to her statement in detail. "I'm entirely satisfied," said the judge, "that this is a trumped-up charge against these young lads, and I hereby discharge them and order their release. I likewise order that all costs shall be paid in full by the complainant, Elam Frye. The spectators broke into a loud cheer. (To Be Continued)

LAZYMANS HILL IS THE TRAP THAT STOPS MANY BY THE WAYSIDE

"If a Thing Is Worth Starting, It Is Worth Finishing Well," Says Grandma, in a Camp Fire Story

It was towards the close of the first day in camp. The children had played on the beach, run races, dug for clams, gone swimming, and were now grouped in a tired but happy circle around the camp fire, in the drowsy condition where the call to Dreamland is welcomed when it comes. But first there must needs be the bedtime story.

"Well, what shall it be, children, 'Little Red Riding Hood,' 'All Baba,' the 'Three Bears,' or something new?" asked Grandma, the official story teller at camp, as well as at home.

"'Little Red Riding Hood,' I could repeat off by heart backwards," volunteered Bobbie.

"All Baba," sniffed Alice, who was always inclined to be a little bit "picky-and-chosy."

"Tell us a new story," chorused the children, led by the Dumpling, whose true name was Martin, but whose chubby frame kept him in a misery of uncomplimentary nicknames.

"Well, Martin," said Grandma, "I will tell you the story of Lazyman's Hill, if you promise to keep still while I tell it."

Martin promised, and the story that followed is here given in Grandma's own words:

"There was once a tribe of brave warriors who were famed throughout the land for their feats of daring and skill. They were the swiftest on foot, the most dangerous as foes, and the best of allies when friendly, known in all that land. Year by year the warrior leaders would choose the pick of the tribe for the honor of being spearman to their chief.

"As the guards of the chief were the tallest and the bravest men in all the land, it was considered the highest honor open to a man in that day to be so selected. The tribesmen competing for the honor had to undergo a series of very severe tests, so designed that they would weed out the timid, the weaklings and the sluggards.

"Besides the usual tests of archery, javelin throwing, message running, and a host of other trials for bravery and endurance, each warrior had to carry a strong man's load up Lazyman's Hill in a given time. Now this was a steep hill that was really steeper than it looked, for it wound round and round a mountain towards the top, and not all of the road was in view from any one place.

"At the foot of the hill the leaders would assemble the next men, were going to undergo the test, and would carefully caution each of them that it was impossible to carry the full load of faggots up the hill at any one time, but that a number of trips would have to be made. Then the leaders would leave the men and their loads at the foot of the hill, giving them a day and a night to finish the work of taking all the faggots to the top of the hill.

"It was a well-known thing that many had tried to carry the entire bundle of faggots to the top of the hill at one time, and had failed. The only way in which the task could be done was to carry a portion of the faggots on each occasion, and to make several trips of it. But the difficulty was that when a man made one or two trips up the hill he became tired, or lazy, and would try to take the balance of the faggots up at once, to cut down the number of trips he would have to make.

"Near the top of the hill there was a flat portion of the road, where the men were told to assemble their faggots, and carry them over the top to where the judges waited on the other side of the mountain. The first man to bring his bundle of faggots over in safety, and without losing any of them passed the test. Often it was that 100 men would try the test, while only one would win through, the others dropping by the wayside from fatigue, or from sheer laziness and dislike of hard work.

"And though many of the men trying this test had passed at first, the trials, trials which took courage and daring and skill, they failed at this one because they were not ready to work hard unless others in authority were watching over them. The hill was a true test of laziness, for a warrior had only to decide that the prize of being one of the Chief's bodyguard was not worth all that hard work, and he would forsake the competition at will. So the hill became known in time as Lazyman's Hill, for many were the failures who started out on the road and who ended up on the banks without completing the trial.

"Now there are many Lazyman's Hills in life, and always they find out the people who are not in earnest. The boy who starts out to learn to swim, and gives up before he has really tried, has fallen asleep on a Lazyman's Hill. The girl who practices her piano lessons with great industry for a week and then forgets to practice, has taken the same course on the road. Lazyman's Hill finds them all out, and only the true warriors finish with excitement from a birthday gathering.

"The ancient tribesmen wanted only warriors who were strong and brave, and who in addition to that were ready to see a thing through to the end. They had no use for soldiers who would start a fight and get tired of it

before the battle was over. They did not want soldiers who were brave in harbor but who shrank from the waves of the first storm. They wanted men they could count on all the time, and so they invented this test on Lazyman's Hill.

"And so, Martin, if you are going to cut wood, cut enough wood to do all needs for the time. (Here Martin blushed.) And you, Alice, if you are going to mend clothes, finish the mending you start, so that it will not have to be done again. Alice had the grace to blush. And as for Bobbie, he must finish his meals properly, and not skip the vegetables as I have seen him do. (It was Bobbie's turn to blush.) And now, children, it is really bedtime," said Grandma, and led a bucket brigade to the water's edge to draw water to put out the camp fire.

LIQUID AIR PLAYS TRICKS

"When the Duke of York recently held a small quantity of liquid air in the palm of his hand he did what few non-chemists would care to do. For if he had failed to hold his palm perfectly flat, or if his skin had been slightly moist, he would have been burned as severely as if he had grasped a red-hot poker," says a writer in Tit-Bits.

The air we breathe is composed chiefly of a mixture of the gases oxygen and nitrogen, and by cooling to a temperature of very nearly 200 degrees below the freezing point of water, it is possible to obtain this gaseous mixture in liquid form.

The effect on human flesh of extreme cold is approximately the same as that of intense heat, and as liquid air is the coldest fluid known to chemistry, its handling calls for great caution.

In appearance liquid air resembles water, except that it has a pale blue tinge. When poured into a vessel, it immediately steams. This is because, in comparison with its low temperature, that of the surrounding air is proportionately high.

In hospital work it is employed for all cases of bad breathing, or where a patient needs extra oxygen. Such as pneumonia or bronchitis. It is used, too, in rescue work, when a person is suffering from gas-poisoning or drowning. In these cases the liquid air is slightly warmed, which has the effect of driving off the nitrogen and leaving pure oxygen.

At the Royal Free Hospital recently, Miss Widdows, an authority on liquid air, performed several experiments to demonstrate the almost miraculous properties of this strange liquid.

She poured a quantity of liquid air into a kettle and placed it on a large block of ice. The liquid in the kettle at once began to boil merrily. The reason was that the liquid air had so low a temperature that the ice was relatively as hot as a flame.

The intense freezing quality of the liquid was shown in several ways. Miss Widdows placed a piece of steak in the liquid, and on withdrawing it showed it to be frozen solid. When she attacked it with a hammer, the "steak" splintered. Similarly treated, a raw egg set in a twinkling, while grapes were thrown against a wall without breaking.

The demonstrator next poured a small portion of mercury upon a wooden block with a shallow grooved circle upon its face. The mercury flowed into the groove to form a silver ring which, after cooling with liquid air, was lifted out solid.

Then a hollow metal case in the shape of a hammer's head was filled with mercury and placed in liquid air. When the metal case was knocked away, it revealed the mercury frozen solid into the shape of the hammer, and of a strength that enabled it to knock a stout nail into thick wood.

When it was placed in water, ice formed around it, and the mercury melted (the water being of a far higher temperature than the frozen mercury) and flowed out of a small hole in the ice, leaving a perfectly-shaped hammer of hollow ice.

One of the most startling sights was that of ice forming in the heart of a flame.

The demonstrator held a metal rod in a beaker of liquid air, and then plunged it into the flame of a Bunsen burner. So cold had the rod become that the moisture contained in the burning gas actually formed crystals of ice on the rod while the flame played continuously around it.

A SCREAMING SUCCESS

One of the best descriptions of a children's party is that given by a four-year-old boy recently.

"Did you have a good time at the party?" asked the fond mother when the child returned flushed with excitement from a birthday gathering.

"Oh, yes, mother, we had a perfectly lovely time."

"But what did you do to have such a lovely time?"

"Oh, we just screamed and screamed."

THE KNYMITES

STORY BY HAL COCHRAN—PICTURES BY KNICK



READ THE STORY THEN COLOR THE PICTURE

The whipped cream bowl went down the street. "I hope that this will be a treat," said Clowzy, as he trudged along, excited as could be. "The bowl has promised us some fun. We'll follow wherever it may run. Can anyone imagine what it is we're going to see?"

Then Clowzy said, "Why start to fret about a thing like that? I'll bet the bowl is merely running us around to tire us out. But, gee, my curiosity just seems to have the best of me. I'm going to stick until we find what it is to be found out."

The Tines' friend, the baker man, stood back and watched them as they ran. "I guess I'll let them go alone. They'll be all right," said he. "They'll all come back when they are through, and I have lots of work to do. If they are playing with the bowl they will not bother me."

When they had run a wee bit more,

wee Carpy cried, "My legs are sore. Come on, let's stop and rest a while. I fear we all will ache." The bowl then answered, "Don't stop now. Try hard to follow me somehow. Ten minutes more to get there is about all it will take."

Ten minutes very quickly passed, and then the bowl yelled loud, "At last! Here's where we stop, and very soon I'll show you all a trick. Now watch me close, 'cause first of all some small cream puffs I'm going to call." "Oh, goody," shouted Clowzy. "This is going to be real slick."

The wee cream puffs came marching out and, with a very merry shout, they walked before the whipped cream bowl. "Was almost like a dream. As each cream puff paraded by, the bowl tipped forward. 'Me, oh, my,' said Clowzy, quite excited, 'it is filling them with cream.'

TRADESMEN'S TITLED TOUTS

WAYS AND MEANS OF MAYFAIR'S UNEMPLOYED; THE "LET US PREY" CLUB

By HUNDO DEATH

Self-styled "Independent" ladies and gentlemen who manage to live in luxurious style by mysterious and shady devices are an ever-growing nuisance in select society.

The least obnoxious of the class are cultured "touts" recruited from the ranks of impecunious title holders and the "new poor" who have sustained financial disasters in the past, but who still retain the entire lot into smart, exclusive circles. Shorn of their former possessions, these distinguished victims of misfortune generally confine their business activities to recommending commercial products to friends, discreetly omitting to mention that, whenever a sale is effected, they draw a commission.

This type is treated with tolerance and sympathy within the purlieus of Mayfair. At very short notice, these amateur canvassers can provide wealthy acquaintances with anything, from motor-cars to excellent brands of wine, without arousing the suspicion that they are likely to benefit from the transaction. Over-eagerness may sometimes betray them, but, even when it does, their enterprise is pardoned on humanitarian grounds, so long as the tradesmen concerned are reputable.

A more dangerous coterie is known familiarly to hostesses as the "Let Us Prey Club." The members of this organization are exceedingly difficult to unmask, for they combine cunning with business acumen of a high degree. Suave and sleek, they rove among the idle, resting on elegant cushions, using their social standing as a golden lever, and thus exploit with callous indifference, friendships which have been deliberately sought and made for purposes of gain.

A society lady of good breeding but no known income, bombarded friends in England with letters written from an obscure resort situated along the Italian Riviera. In phrases suggesting that Paradise must be a desert by comparison, she extols the splendors and delights of a desirable but neglected haven which, in her extravagant, stressed opinion, deserves to be "put on the map" as a rendezvous for leisured folk.

With a wealth of detail, this notorious member of the "Let Us Prey Club" describes the comforts and amenities of the hotel where she is staying, and urges friends to lose no time in joining her. A slight hint that charges are reasonably modest concludes these effusions which, apparently, have been broadcast at the rate of some dozens each day.

GIVEN AWAY

A recent distressing accident is, however, calculated to check the flow of this new form of hostile propaganda. A few days ago, in the post-bag of a noted leader of a fashionable set, an envelope addressed by one of these industrious scribes contained, not the customary letter, but a copy of an agreement signed by an Italian hotel proprietor, undertaking to pay 1,000 lire for every English guest attracted to his establishment. This incriminating document would never have been glimpsed about but for the fact that the lady who unwittingly dispatched it to London followed up her slip by writing to several people to whom it might have been forwarded, asking for its immediate return.

Antique dealers have long been aware of the valuable assistance secret commission hunters can render, and are prepared to pay accordingly. It is a simple matter for commercially-minded residents of aristocratic neighborhoods to arrange for their dwellings to be "salted" with costly but spurious treasures which are actually for sale.

Occasionally, art dealers will also provide householders with funds to entertain and to show collections of wares to likely purchasers.

The extent to which this practice is being carried on at the present time is a scandal, for, more often than not, the "old masters" and antiques so displayed are fakes which could not be disposed of in the exclusive markets frequented by experts.

When genuine relics fall into the hands of up-to-date dealers, methods are varied a little. A millionaire whose hobby is the collection of old tapestries was recently informed that several sixteenth century Gobelins had been discovered in an old manor house in the Midlands. The dealer explained to his patron, the millionaire, that all efforts to persuade the owner to sell had failed, and suggested a personal visit which he would try to arrange.

The rich connoisseur fell into the trap. On his arrival, he was introduced to a grey-haired gentleman and shown many wonderful treasures with which her abode was stocked. Having shown the tapestries, which the millionaire was keen to buy, the lady gave sentimental reasons why she did not desire to part with them, but, after a while, agreed to accept a price which was distinctly handsome.

INTRODUCTIONS TO USERS

The rich collector was perfectly contented with his bargain; so were the dealer and the lady, for their artful scheme had worked without a hitch. True, neither the tapestries nor the lady's credentials were other than stated, but, had the millionaire been aware that his stately hostess was to receive a substantial fee for the part she played in the affair, his offer would not have been such a generous one. Actually, the tapestries were originally purchased in France by the dealer. Realizing that his profits would be greatly increased by putting them on

show in an old country mansion, rented for the purpose, he did not hesitate to deceive his affluent client.

A little ready cash is often an urgent necessity to those compelled to keep up appearances on slender resources in an expensive residential quarter. Consequently the question of tactics is often of secondary importance. To be in league with some tradesman or art vendor is a slow but sure way out of the difficulty. It is also the most infallible. Once hard-pressed commission hunters have, however, stumbled on a successful method, they are not likely to empty pockets, and despicable they know this method, to be they frequently succumb to its temptation.

Quite lately it has become evident that moneylenders are even more anxious than usual to extend their clientele, and, with this object in view have contrived a dastardly and sinister practice. For each new client introduced by society cash-hunters, usurers will now pay a fee which varies according to the amount advanced and the security available.

Younger members of the smart set would appear to be the easiest dupes in these conspiracies. A money gift from the borrower and a commission from the moneylender are the rewards of the traitorous intermediaries, and a close investigation has revealed the fact that women are the worst culprits. An overdue allowance, an admission of temporary financial embarrassment, and they are ready with the suggestion that relief can be speedily secured. Naturally, the dupe is pledged to secrecy.

The difficulties into which several scions of noble families have recently floundered have been traced by the painstaking inquiries of harassed parents, to this source of private enterprise in Mayfair. As a result, social ostracism threatens not a few commission traffickers who have descended to depths which transgress the code of morality in a fashion so disgraceful.

FORTUNES IN PIPES

HOBBY THAT HAS GROWN BY THE PREMISES: EXAMPLE, IS YOUR BRIAR WORTH THOUSANDS?

By GERALD BARBOUR

It has been asserted that the Premier has the largest collection of pipes in the country. Mr. Baldwin himself never makes a claim of the kind, and it requires considerable qualification. He does not make a hobby of collecting pipes, and there are few of the very old and much coveted examples in his stock.

The special interest of the Prime Minister's gallery of pipes is that, although modern and all useable, nearly all have been presents from friends and admirers. His collection of pipes, which illustrates beautiful or ingenious craftsmanship on the part of Britons at home as well as overseas, is unique.

LOWEST PRICE £4

But Mr. Baldwin is constantly parting with specimens. Fancy prices have indeed been paid for some of Mr. Baldwin's pipes, for one of his pet little generalities is to give pipes to organizers of bursars for the assistance of church or party funds. The lowest price on record realized for one of Mr. Baldwin's briars has been £4. Quite a handsome figure for a modern pipe. But as much as £15 was paid a short time ago at a bazaar in Cheshire for a briar which the Prime Minister had smoked. It was first knocked down to Sir Burton Chadwick, M.P., for £6, and he paid the money, and in his turn gave the pipe for sale again. This time bidding ran to the higher amount stated.

It does not fall to every smoker to collect handsome presentation pipes as Mr. Baldwin can, but a profitable and very agreeable hobby for smokers of both sexes is the collection of pipes and tobacco requisites. Although it is one of the least known byways of artistic connoisseurship, it is one which has benefited greatly of late years by the interest and example of the Premier.

EXCELLENT INVESTMENT

Clay pipes can be picked up very cheaply in shabby little shops in back streets and in out-of-the-way hamlets, and may be an excellent investment. The value of the best specimens is increasing, largely owing to the fact that the industry itself is almost dead. Briars, of a class, may be obtained for as low as sixpence, hence the clay pipe is going the way of the old churchwarden.

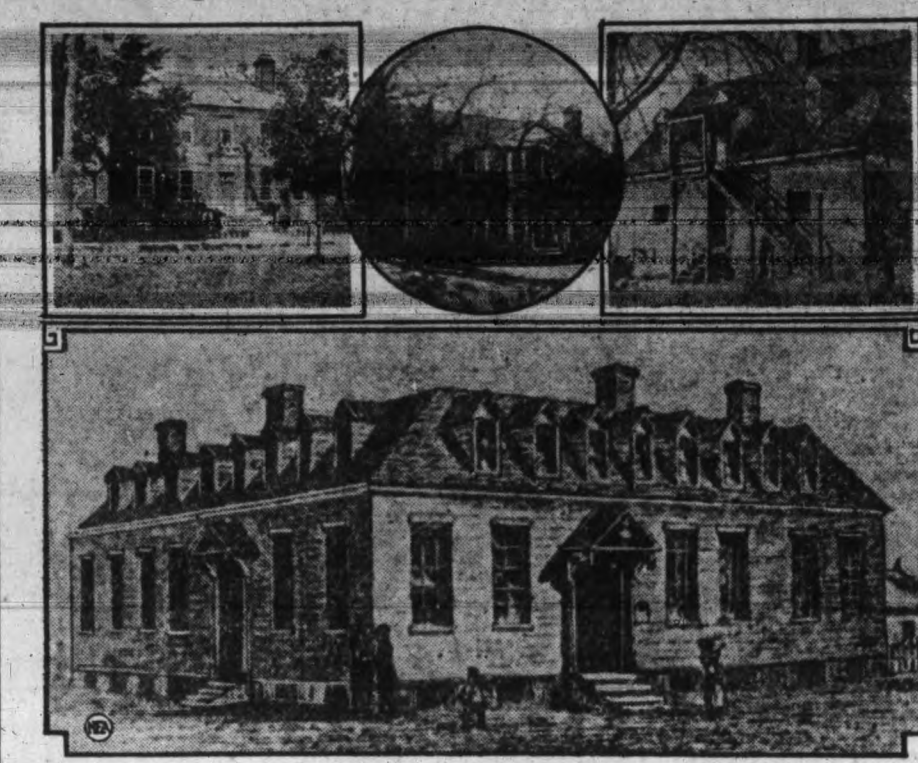
It is a coincidence that our Conservative Premier should be a pipe enthusiast, for one of the most dazzling pioneers in collecting them was the Earl of Beaconsfield. Many of his gorgeous clay and china pipes fetched big prices, and some may be seen in our national treasure house at South Kensington.

He loved his pipes so much that he was in the habit of calling them each by name. Some were known by titles he made famous in his novels. "Sultan" was a richly ornamented clay pipe with a wooden stem covered with rich silk. "Bosphorus" had a stem which would eclipse the longest churchwarden even seen, and make the modern slim cigarette holder look puny by comparison.

£5,000 REFUSED

Five thousand pounds was refused for a private collection of pipes which included examples of the florid German china bowls, each of which might hold several ounces of tobacco, and the quaint shapes of early Dutch products which were among the first and most decorative clays.

There might be a fortune in a pipe. One which is actually smoked by the Shah of Persia has been valued at thousands of pounds. Its massive bowl is gemmed with diamonds, while pearls and emeralds of the rarest quality and



WHERE ROCKEFELLER MILLIONS WILL TURN BACK HISTORY—Here are some of the famous old buildings of Williamsburg, Va., which soon are to figure in the greatest historical restoration ever attempted in America. The entire town, rich in colorful memories, is to be rebuilt just as it was 150 years ago. John D. Rockefeller Jr. will finance the project at a cost of more than \$4,000,000. Upper left is the already restored George Wythe home, where Washington and Lafayette planned the victorious Yorktown campaign. Centre is Bassett Hall, built by a nephew of George Washington. The old prison, where Blackbeard and his men were executed, is pictured at the right. Below is a drawing of the old Raleigh Tavern, destroyed by fire in 1859, which will be restored. Here, it is said, colonial history was made in the capital itself.

precious rubies taper in size along its elaborate stem.

It is, perhaps, natural that the richest collections should be found in the East. A Sultan of Turkey is claimed to have owned a gallery of pipes valued at £40,000. Not all are of Oriental make, for it includes some of the most elaborate ever made by Western nations. The amazing value is accounted for by the fact that many are jeweled. Diamonds hang in little silver chains from some.

DON'T LOOK FOR THE NAME

Those who collect British pipes will find that the rarest and most valuable examples are almost unknown to smokers. These were made by the great Wedgwood in the early days of the wonderful artistic pottery industry at Etruria. Some were made of Jasper, some in china, and other beautiful heads were in black basalt; with the now familiar Wedgwood decoration.

A hint for would-be collectors prowling among the neglected oddments in the second-hand shops is not to let a beautiful pipe head pass merely because it does not bear the name of Wedgwood. Many treasures have been missed through excessive caution. It so happens that the great potter did not stamp them all.

Fascinating collections of old clays can be made at a very small outlay. Those of interest and value have ornate bowls. The heads of famous characters in our history and figures of lovely women, as well as neat models of animals have at various times been bowl shapes for clay pipes. They can frequently be picked up for a few pence and the smoker will discover that he has made a highly profitable investment.

GREAT ENGLISH STATESMAN PRESENTED IN DYNAMIC POSE

(Continued from page 5)

not "choose" to be president of the Royal Society he had the honor of being offered that position. Much of the fortune he inherited was spent in collecting pictures, but he also collected a desirable number of writers and artists. "His private charities," says the author, "were immense, his kindness unfailing."

But the end came, and somewhat prematurely, as well as sensationally. Peel at the age of sixty-two had made a speech in the House of Commons on the famous Don Pacifico case, weaving into it a plea for international peace and justice. The next day he went out from his home on horseback. "A country gentleman saw him riding in the park and noticed that his mount was a horse which he himself had refused to buy, as it was notorious for bucking. He wondered if he should turn back and warn Sir Robert, but—no! He rode on, and the next day he was found dead, his head having been crushed by a great fall from his horse."

Greville has described the extent to which Peel's personal unpopularity was forgotten. "To the astonishment of all observers," by saying that "the man who in life was so hated and reviled was ever so lamented at his death." And some of the reasons for that revulsion of feeling seem to be well set forth in a speech delivered by Sir Robert on his relinquishment of power, for he said: "I shall leave a name severely censured by many who, on public grounds, deeply regret the severance of party ties—severely censured by others who, from no interested motive, adhere to the principle of Protection, considering the maintenance of it to be essential to the welfare and interests of the country. I shall leave a name exalted by every monopolist who, from less honorable motives, clamorously protest because it conduces to their individual benefit. But it may be that I shall leave a name sometimes re-

A WORD TO THE UNWARY

BEWARE OF HUMANS THAT PREY ON THEIR FELLOWS: "VULTURES" AND "PIGEONS"

By R. H. SHEPHERD

Next to the instinct of self-preservation, no faculty is so deeply implanted in the human breast as the love of gain, which, in reality, is an offshoot of self-preservation, inasmuch as its successful operation helps appreciably towards ease of material existence. This is probably the basic cause of the phenomenal quality of acquisitiveness which gives rise, in its turn, to an insatiable ambition to possess a maximum of the good things of life with a minimum of trouble in the getting.

The comparatively meagre gains of manual and intellectual labor in relation to the trouble involved in their acquisition, are insufficient as an incentive to that vast majority of mortals who naturally take the line of least resistance; ordinary thrift, by itself, fails to yield that abundance of wealth so frequently amassed by more questionable methods. Add to this the innate human passion for adventure, for getting something for nothing or nearly nothing, for gambling, in a word, and the success of the racecourse and the stock exchange, as an alternative and more lucrative means of obtaining wealth, it is no longer a mystery.

THE SPIRIT OF GAIN
Almost imperceptibly, these and other alternative methods of obtaining wealth of some sort have developed in pond-like circles, until they have reached every class of society, and, as there are black sheep in every flock, abuses have gradually crept into otherwise legitimate modes of property-acquisition. The border line that separates honesty from dishonesty, morality from immorality, legality from illegality, is very shady, and while conscientiousness has restrained most men from breach of the Golden Rule, the love of gain has, in many other instances, been stronger than the love of man, and egoism has triumphed over altruism.

To such lengths has this spirit of gain grown that it has cankered the life-blood of ordinary commercial transactions; and the frauds perpetrated under the cloak of business have brought about a desirable result—the habit of carefully investigating and checking the terms and details of every business transaction.

In a community of absolute honesty and sincerity, there would, indeed, be no need for the exercises of the virtues of shrewdness, and analytical examination, and the reasoning faculties, in this respect at least, would be more or less atrophied. Out of evil cometh good; and the mere existence of material pitfalls has undoubtedly developed human intelligence.

Lawyers and others whose daily avocations bring them into close contact with the seamy side of life, declare that the very simplicity of fraudulent methods employed in the "plucking" of human "pigeons" proves that mankind has still far to learn before it masters the ingenuity of its fellows.

Close study of the various kinds of fraud that have been successfully practiced for many years shows that their success is the direct result of human members with expressions of good will in the abodes of those whose lot it is to labor and to earn their bread by the sweat of their brow, when they shall recruit their exhausted strength with abundant and untaxed food, the sweeter because it is no longer leavened by a sense of injustice.

credulity, and calm examination of the circumstances in which even the biggest dodges are perpetrated, leaves an impression of astonishment at the ease with which some people are gulled.

Judicial records and personal observation of such matters point to the conclusion that the world is largely made up of two classes of people, spoilers and spoiled—"vultures" and "pigeons." Duplicity, cunning, unscrupulousness, and an insatiable love of gain at small cost, are the attributes of the former class; credulity, unbounded faith in human nature, and a curious mixture of honesty and greed, of the latter. The victim invariably assumes innocence until guilt is proven; but ere that proof becomes patent, he has probably paid more than the full price for his faith in his fellow-man.

Exercised in other directions, the ingenuity, resourcefulness and capacity for prompt action might well bring the unscrupulous "vulture" fair remuneration, but his temperament is so constituted and his love of adventure so powerful that he must shun routine methods and resort to novel and little-practised means of his ambition.

A very large volume would be required to attempt in detail all the varieties of the "get-rich-quick" system which is practiced in every walk of life, every class of society, and every community of human beings.

In relating a few typical examples of fraudulent and other questionable means of acquiring wealth, the object in view is to give a word of warning to honest men and women to shun the quicksands of the "easy gain" shoals, to set the limits of faith in human nature at a point justified by personal experience, to judge the human tree by its fruits, and to refrain from putting money down till the goods are delivered.

Beware of chance acquaintances. Take up your prospective reference before dealing with him. Have particular sets set down before you trade your horses. In a word, use all your powers of that uncommon quality—common sense.

AMONG THE MAGAZINES

(Continued from page 5)

really was, how the big progressive up-to-date thing to do today was to be a cynic, and—well, I guess to-day you gentlemen won't find a more sophisticated bunch east of the Mississippi than our little Intelligence Group. If I do say it who wouldn't?

"Mind you, I don't want you gentlemen to think we are the only pebble on the beach, not by a long shot, no sirree. There are hundreds of other Intelligence Clubs just like ours springing up all over the country, particularly through the Middle West where they have been reading Lewis and finding out it's the thing to do to be sophisticated, I mean—we are really spread out like the spokes of a great wheel—it is a real intellectual awakening, and we are planning to have Intelligence Hat-Bands and a National Sneer, and next year we are holding a big convention in Zenith."

"There is just one thing that has been worrying us lately, and yesterday Mencken and Nathan and a few other members of our club were talking to Lewis, and we asked him what he was going to write about in his next book, because, of course, after he had abolished Rotary Clubs, and radio, and real estate, and doctors, and ministers, and politics, and business, and God—we were wondering what else he could find for us to disapprove of. And so after thinking the matter over very carefully Mr. Lewis finally decided that in his next book he will attack Life; and so he is going to do a great deal of research, and try to come into contact with Life in some way, and if possible find out something about it."

"It certainly will be a big thing for us Intellectuals, all right, and after Mr. Lewis has abolished Life we are all going to have a big parade and a barbecue, and bring the little woman and the hideout, and Mr. Lewis has promised to speak."

"I tell you, gentlemen, Mr. Lewis has taught us Rotarians how to think!"

TRADES WHICH RUN SCHOOLS

BENEVOLENT BARRELMAKERS; SOME SPLENDID RECORDS

By HUBON BELLINGHAM

When the foundation stone of the new science building attached to the famous Merchant Taylor School was laid, the Prince of Wales commented on the wonderful work which this trade has done for education. We must not forget that both Spencer, the poet, and Lord Clive, the statesman, are included among the distinguished Old Merchant Taylors.

For four centuries the men who make our clothes have maintained one of the finest schools in the kingdom, besides providing valuable scholarships in the principal Lancashire and Yorkshire towns.

It is, perhaps, a pity that so little is known of the magnificent services which our industries render to the cause of education. Archery is a thing of the past, excepting for the few delightful tournaments such as is held in the Forest of Arden, and yet the makers of bows and arrows continue to provide this funds for three scholars at Oxford, and two at Cambridge.

British carpenters run their own university—the Carpenter's Trade Training College—and in addition to this, they provide the funds necessary to enable young men to pass through five of our provincial universities. There is an entire wing of Leeds University which was provided, and is maintained by the clothworkers, while the dyers have their own scholars at our northern seats of learning.

No one would imagine that the craft of barrel-making was of such a national character, that the coopers provide, and control, three large schools, each of which possesses some fine educational records. Two of these establishments are for boys and the other exclusively for girls.

Barbers have conducted studies in handressing ever since the far-off days of Edward IV, and one of our long-standing metal trades—the armourers and bracers—continues to support a school in which, naturally, the chief study is brass and metal work.

OUR LEARNED GROCERS

Few trades have a more distinguished record than the grocers in spending money on education. There is the Laxton Grammar School, founded nearly 400 years ago by the funds provided by Sir William Laxton, a grocer Lord Mayor of London, and the Grocers' School at Oundle, where 500 boys, from all parts of the kingdom, are provided with a first class education. Yet in addition to these establishments, the grocers of Britain also provide exhibitions at Oxford and Cambridge, as well as scholarships in sanitary science.

The drapers also keep many young men at the universities, and have a famous historic school of their own. An astonishing record, of which they are rightly proud, is that of the haberdashers and men's outfitters, who manage as many as ten different schools, thereby providing a sound education for 3,000 scholars.

BOTH STATESMEN AND AUTHORS HAVE

passed through the highly reputed Mercers' St. Pauls, which is provided for by the same industry. The old adage which says that "there's nothing like leather," remains true, for it forms an important British business, and it is good to know that the skippers and leather sellers make splendid use of a certain portion of their profits. The latter run their own technical college, while the skippers not only own one school for boys and another for girls, but have a whole department at Leeds University, at the same time controlling Tonbridge School—one of the most esteemed public schools in the country.

BRICKLAYERS' SCHOLARSHIPS

Glass makers and sellers pay for scholarships at the great up-to-date school of the cutlers of Sheffield. There is a chair in brewing, mingham University, but in addition to this the brewers send more than a hundred promising young men to other seats of learning. Bricklayers and tilers provide funds for scholarships to no less than seven technical training institutions, the gunmakers send young men to Oxford, and the Salters' Institute of Industrial Chemistry has been founded, and is wholly supported by those who look after the goodness of our merchandise and the accuracy of our weights and measures.

Goldsmiths pay for scholars at both of our famous universities, and provide unique facilities for technical education. British bakers provide funds to keep students at two well-known schools, and the butchers also give their young men the golden chance of a college education.

It is a truly remarkable record, and yet it by no means exhausts the contributions of our national trades to the cause of education. For instance, there are no less than fifty-two trades in the country which provide scholarships at Cambridge or London Universities for their young men who show sufficient promise.

A WAR CORRESPONDENT IN "THE '85"

Reminiscences of the Rebellion Campaign

By H. A. KENNEDY

On my arrival at Troy—otherwise Qu'Appelle—from the east, I had a new problem to solve for my paper—or rather for my papers, because it had been arranged that I should represent The New York Herald and the Winnipeg Star, besides the Montreal Daily Witness and the three weeklies published by the same owners, the Dougalls. It had just been decided that one force under Gen. Middleton would leave the rail at Qu'Appelle and go north to deal with Riel's Metis around Batoche, while another column under Col. Otter would continue by rail to Swift Current and then strike north across the prairie to tackle the Indians besieging Battleford. To which force should I attach myself?

As the idea of fighting wild Indians promised more novelty and interest than dealing with half-breeds—as most of the correspondents were attaching themselves to Middleton's force, and in any case the full news of the Commander-in-Chief's campaign was more likely to reach the East without much hindrance—I resolved to go farther afield, where the difficulties to be overcome would be greatest. Accordingly, on the night of April 8 I embarked in a caboose with Lieut. Wadmore and Lieut. Brock. Early morning saw us finally quitting the railway at Swift Current, which then consisted of eight or nine shacks close to the station.

The difficulty of sending news east was great from the start. There was only one mail a week beyond Moose Jaw, which had a daily service from Winnipeg. Military and construction or other service trains passed at irregular intervals, and I watched for every such opportunity to send letters down; but of course I had to send up-to-the-moment news right along by telegraph, and the wires were so crowded with official and railway messages that press dispatches suffered the most exasperating delays. One message handed in at 7.30 a.m. did not get off till past noon, and probably arrived after the day's paper had gone to press. Night messages, I was assured, would have better luck; but a telegram handed in before 10 p.m. was still lying on the operator's table when I strolled over to the station in the morning.

Getting a horse—that was my next difficulty. I had bought a saddle in Winnipeg, a new saddle, too, for \$8. (You may find the price as hard to believe as I found the saddle hard to ride. I found bareback riding more comfortable; but not on my first charger—I drew the line at bareback-bone.) War always costs a newspaper far more than it can make up by gains from any extra circulation that even the most exciting news can bring it. The Witness, I knew, could ill afford the heavy telegraphic and other expenses of the campaign—a really independent paper even then found its principles a severe handicap.

I resisted the temptation to buy a dollar's worth of equipment more than I found absolutely necessary.

Horses were roaming over the prairie in thousands, I had understood; but not one member of the species could I find for sale at Swift Current. Fortunately for me, though unfortunately for the business we were on, we had to wait four days in camp by the railway till hundreds of wagons could be collected, mostly from Manitoba farms, to carry the infantry and supplies over the 185 miles of absolutely uninhabited prairie trail to Battleford. It was only on the eve of our departure that I ran across a man who said that he could supply me with a mount.

Where was the animal? Oh, out on the prairie; he could round it up all right. As there was not a fence to keep a horse from wandering as far as Manitoba, Mexico, or the Rocky Mountains, if he had an itch for travel, to wait for his capture involved some trial of faith. But I did wait, and was still waiting when the rear guard of the force had disappeared over the hills north of town. I knew that if the worst came to the worst I could walk the twenty-eight miles to the South Saskatchewan and catch up the troops before they could all be ferried across.

At last the "horse" appeared. He was just a bag of bones, after a Winter of picking dry grass from under the snow. He was the sort of cayuse that fetched perhaps \$7 in normal times. But this was war time, and I had to pay \$75. It was Hobson's choice. Off I rode, and caught up with the troops as their first halt. A wiry little beast, that cayuse, and he had no trouble in keeping up with the Mounted Police, who of course had to reduce their speed to that of the wagons. In fact, I often kept him at a walk, so that I could write my dispatches as I rode. That was a little hard, I admit; but by taking pains I managed

to turn out copy so legible, down to the last comma, that when it arrived the editor told me afterwards it needed no editing; all he had to do was to shoot it up to the compositor. As every minute saved was of priceless value, he was duly grateful.

The first night on that long march to the beleaguered town, Colonel Miller, commanding the Queen's Own, offered me the hospitality of his tent. One night of that grandeur, however, was more than enough. There was no snow on the ground, but the temperature was far below zero. While the Colonel and Major Allen snored away comfortably under piles of cover, I nearly froze in my poor pair of blankets on the ground. A jug full of water by my head was a solid lump of ice by morning. I hunted up a Toronto plumber who was a tailor by trade, and got him to sew up one of my blankets into a sleeping sack, and next night I chipped in with a down of the rank and file. With our twenty-six feet hobnobbing around the tent-pole, we kept each other good and warm.

The grub was poor, and at times none too plentiful, for lucky young men in that keen air. Hard task—Noah's remainder biscuit when he left the ark, we recognized, salt pork alternating with Chicago canned beef, and boiled tea. Beans and dried apples were nominally included in the ration, but rarely showed up. There was no time to cook them on the march. That did not bother me. A much more serious hardship was lack of sleep. At every halt during the day, which was as hot as the night was cold, most of the soldiers could throw themselves down in the shade of the wagons and steal a nap. I had to finish my writing, get it passed by the censor, hunt up any dispatch rider who was being sent back to the railway with official news, feed and water my horse, swallow a little meat and tea, pocket my hard tack to munch on the go—and by the time I had saddled up, the column was rolling away into the trail.

Colonel Otter himself acted as censor. I fancy he realized as well as I did that if Indians or Metis captured a dispatch rider they could hardly learn anything of consequence which their scouts could not see for themselves. Anyhow nothing I wrote at that stage was ever struck out.

I was the only mounted correspondent with that force—the only independent pressman at all, in fact. Two members of the Queen's Own were writing for The Toronto Globe as The Mail. The Globe man was a brother of William and George Plint, at one time well-known members of The Witness staff. Later on, I think after we had reached Battleford, young W. A. Harkin joined us, representing The Montreal Star. I remember his long black cape fluttering in the wind on Cutenk Hill, an easy mark for an Indian sniper. Happily neither he nor I got hit, though a horse was shot close by me, and bullets were whizzing through the air from all points of the compass. But I am getting ahead of my story.

The relief of Battleford was being awaited in Eastern Canada with intense anxiety. The whole population of the district, 560 men, women and children, had taken refuge in the old police stockade, and they were believed to be in imminent danger. To what extent that fear was justified, is not for me here to discuss. I am not writing a history of the campaign, only sketching a newspaper man's experience. It is enough to say that we all, in the relieving force, shared the general fear. We chafed at the unexpected delay of four days on the north bank of the Saskatchewan, where we had to be ferried across by the stern-wheel steamer Northcoast. She had navigated with great difficulty, and for the first time on record the shallow river from Medicine Hat, and afterwards went on to help Middleton in his attack on Batoche; an intention which was not fulfilled. While doing our ferry work, one day she was blown adrift by a gale and stuck fast on a sand bank. She got off, but another storm kept her idle the whole of the next day. It was April 18 before we were all across and blowing away once more on the northward trail.

By that time the Canadian Pacific had nearly completed a branch telegraph line overland from Swift Current. North of the river, however, for the remaining 157 miles, we had no means of communication with our base except by mounted couriers. At Battleford we expected to get in touch with the outside world again by wire, telegraph—a Government wire overland from Winnipeg, following the northerly route originally proposed for the C.P.R. The rebels, however, were equally well acquainted with that wire and its value to us. They cut it again and again. The line men, taking their lives in their hands, always went out and repaired it, but this might take some days, and the beleaguered town was then completely isolated.

MILADY FINDS DAME FASHION AT HER FEET

Quite As Dainty and Chic As Imported Costumes Are the Latest Shoes for Summer

(By JULIA BLANCHARD)
When Milady puts her best foot forward this summer, she is likely to be gracefully shod in a novelty shoe.

For the most stylish footprints on the sands of chic this summer are as individual as imported costumes, as daintily colorful as accessories and fully as decorative as the flowers she wears on her shoulder or hat.

Shoes are definitely in the style class now. Styles change often, new materials flood the market, original cuts and designs offer models for every conceivable taste.

But the bizarre shoe, the extremely ornate one or the glaringly gaudy one is not the correct shoe. As all women's modes have grown subtle in their femininity this summer, shoes have followed suit.

MANY DIFFERENT MATERIALS

The outstanding style features of new shoes for hot weather wear is the diversity of materials. Practically any materials used for frocks now fashion shoes. Pique in soft colors, printed kids, paillette straws, crepe de Chine, all fine reptilian skins, kids, hand-blocked linens, reps, faille silks, shantung, embroidery and even lace fashion shoes.

The staunch materials make the whole shoe, except for trim, while the more fragile fabrics fashion inserts, yamps or panels on the shank and heel.

A BIT OF MODERNISM

There are, roughly speaking, four types of stylish shoes for midsummer. First and most practical is the new Prince of Wales oxford, with serviceable leather heel and three openwork straps, with eyelets for lacing.

Second, there is the opera pump in kid, silk or novelty material that may have a buckle or may be plain, with a modernistic bit of decoration inlaid or overstitched. Third comes the dressy sports sandal of medium or high heel, with one or two straps, buckled, but-



A white kid pump, banded and bow-knotted in red-white and blue, is pictured upper left. Next to it is a sports sandal in orange, red, tan and brown Roman-striped silk faille. Below, left to right: a soft green pique sandal with cross-stitched design in flowers; Prince of Wales oxfords in white buck and red calfskin to match the colorful bag and sports hat; a checked straw sandal in black and white matching the envelope bag in the same material.

toned or tied on the side or in the centre.

Fourth comes the novelty sandal, usually with very high, dressy heel, delicately frail in appearance but really quite wearable, with open shank and fancy strapping.

Color is frankly a matter of taste. But light colored shoes are eminently correct for July-August wear. The newest shades are green, orange and blue, the last in a medium light shade. Hosiery, incidentally, either should match or blend nicely, and sunburn hose is better for white shoes than dead white, which always detracts from the appearance of the leg.

Purse, hats and shoes should have

some definite relation this summer, though they need not match exactly. And shoes may add the final touch in color.

For the beach, with a soft golden tan Chinese brocade sports frock, for instance, the smart girl is apt to wear a pair of Prince of Wales oxfords, in white buckskin with the shank, tip and narrow saddle of red calfskin. A big, roomy handbag has its intricately hand-worked surface embroidered in reds, tans and orange, with the handle of red. The hat, of course, might be faced in red to match.

A new lattice straw of black-white weave in stunning double checks is posed over white kid and trimmed with black and white kid in a new pair of

one-strap dressy sports sandals. The white kid strap, black-edged, buckles neatly at the front. The high heel is white. A new purse makes a set of these, in the same straw over white kid. It is one of the latest pouch envelopes, lined with white watered silk.

SMARTEST ORNAMENT

Tricolor is eminently correct this summer. The newest version of it uses red, white and blue to outline the top of a smart opera pump of white kid and to fashion a bow—the season's smartest single ornament—in front. Two narrow stripes of color run gracefully down the high, white heel.

Newest of the new is the Roman striped sports sandal in a fine silk faille that brings into play the newest bright red, orange and combines them with tans and stylish brown. It has tan kid trim, and one of the new high-low heels.

For summer garden parties, for bridge on the country club porch and for other nice and dressy afternoon affairs there is a lovely new pique in soft, light green color, fashioned in the dressy, novelty, open-shanked sandal style. It has hand cross-stitching in softly colorful flowers across its vamp. Its edges are all green kid, in matching color and the slenderizing T-strap fastening is of twisted kid.

DOESN'T IT GET YOUR GOAT?



THE SMARTEST DRESSERS ARE GETTING INTO PRINT

Bendel Acclaims the Popularity of Figured Chiffons, Linens and Rough Silks

By HENRI BENDEL

The authenticity of prints is impressed on us anew in the smartest, latest daytime frocks.

There are printed linens, piques, rough silks and novelty weaves in cotton for the tennis court. The golf links also see their quota of ingeniously fashioned printed outfits.

But the porch costumes for country club wear are the ones that realize how summery and in tune with the flowers, the birds and the trees the right kind of printed chiffons and other diaphanous silks can be.

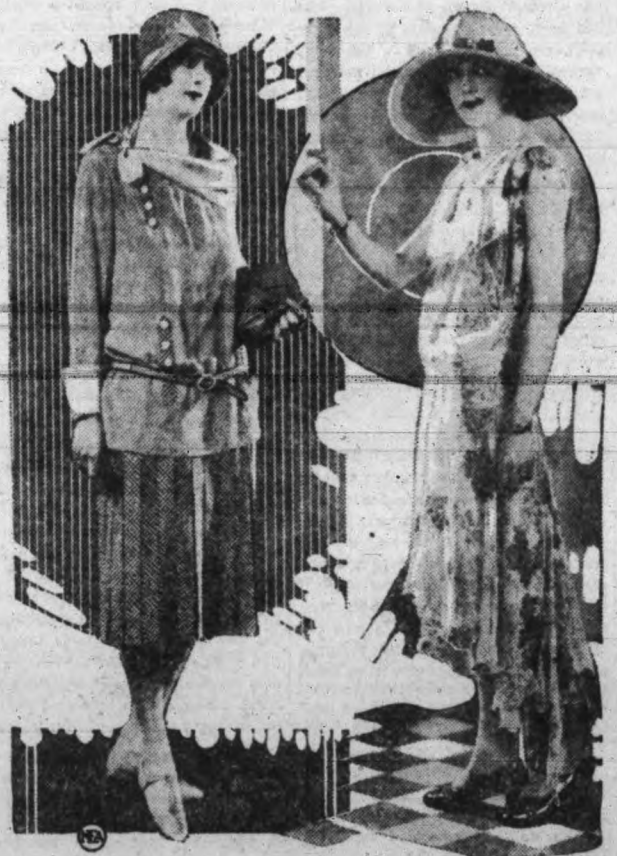
THE PORCH COSTUME

By porch costumes I mean the lovely frocks women wear when they play the late morning game of bridge, the costumes they wear when lunching in a shady corner, and the tea costumes for afternoon wear which rival the dressy loveliness of garden party frocks of another era.

Any kind of Summer dress should suggest as much coolness as possible. That is one reason why prints are so popular. For, in their design of outdoor things and in their colors, which may choose refreshing shades that suggest the woods and the gardens, they are typically Summer.

Polka dots remain smart, in spite of a tremendous vogue for them among costumes that are inexpensive and far from exclusive. For that reason, the polka dotted frock that achieves chic and distinction deserves more credit, really, than one fashioned from a material of original and unique design.

Since women universally like polka



A polka dotted foulard in brown and beige is shown at the left. The printed chiffon model at the right features a kerchief neck and uneven hemline on the skirt.

dots and since they are almost universally becoming, every couturier includes a few of this type.

I show one to-day of polka dotted foulard for morning and lunch wear that is unusual in its treatment of color and dots. It is a study in brown and beige, with the pleated skirt a dark brown with beige polka dots and the blouse a beige background with pale cream dots.

The skirt has all-around box pleats and shows the tendency towards slightly longer skirts. The overblouse has a belt at natural waistline to mould it to the figure and a kerchief neck of cream foulard. Insets of this cream-foulard give an unusual touch to the deep, turned back cuffs.

With a Reboux hat of brown ramee straw, brown purse and beige footwear, this is one of the season's smartest models.

FROCKS OF BLUE CHIFFON

For tea time, Patou fashions a cool-looking, flattery chiffon frock with a kerchief neck and a petal-like skirt that droops and dips in uneven lengths, concentrating its greatest fullness and greatest length on the left side, a new style note.

The chiffon is a cool, effective pattern in blue, shading to deep purple. The foundation of chiffon is princess and the lines of the frock are distinctly moulded. The natural waistline is accentuated by a wide girdle that has no bows nor buckles to detract from the slender line it gives.

Topping this creation of loveliness is a simple leghorn hat in natural color, trimmed with a wreath all around its crown of field flowers in the same shades as the printed flowers in the dress.

too funny." Mother's manner shrieks that it wasn't terrible, and Jimmy, who is upstairs, misses none of this implication.

"Damn," heretofore a word of which he has not been self-conscious, because it meant very little to him, now becomes a method by which he stimulates attention. He uses it on every possible occasion and adds some more "cuss" words to his collection.

Uncle Frank, who thinks Jimmy a regular he-boy anyway, almost goes into convulsions when Jimmy tries out his vocabulary on him, and even goes to the length of teasing Jimmy so he'll get mad enough to swear. The whole family is having a lot of fun over it.

All of which at the present moment doesn't lead to much. Jimmy is just in the process of being spoiled. All boys swear at some age or other in their career and the wise parent simply overlooks it. The more attention, the more horror of amusement aroused, the more deeply is the child impressed.

MOTH PROOF

In packing blankets away, clean thoroughly, pack with moth balls and newspapers that leave no cracks for moths to enter. If done right this is just as good as mothproof bays.

Resort Wear Now Establishes the Mode

No Longer Are Costumes Seen At the Races Accepted As Criteria of the Season's Style, Explains Patou

By JEAN PATOU

Paris, July 14.—A few years ago fashions, seen on the various race-courses were, in a way, a criterion of the prevailing mode. They put the final stamp on the various styles which smart women had adopted from the numerous creations which the Spring collection had offered them.

This is a phase in the world of fashions which no longer exists. It is partly due to uncertain weather conditions and partly to the different class of people which are to be met there nowadays. Before the war, the people who saw at the races were mostly people of leisure, prominent society women and celebrities. Nowadays a racing crowd is a very mixed affair and people of note are lost in it.

I do not mean by this that women of the smart set no longer attend the races. They do just as much as ever, but their way of dressing for them has changed considerably. Society women seem to have adopted unanimously the most conservative style of dress.

NEW GOWNS FOR RESORTS

You will meet very few really Summer gowns at Longchamps or Autuil. On the other hand, the smart women will spend more thought and considerably more money on clothes for the various Summer resorts she intends to patronize than she was wont to do.

I am glad to see that at least one of the new colors which I launched at the time of my Spring collection is enjoying great popularity. My Japanese green, which I devoted almost entirely to evening gowns and cloaks, is seen everywhere in Paris at the moment, even in the daytime, whereas you hardly ever see the shade of red which I created at the same time.



This frock by Patou is of figured woolflower. The color scheme is grey and white.

It might be concluded that the latter had met with less success than the green, yet nearly every one of my clients has ordered at least one dress. This color, on the other hand, is making its first appearance at such fashionable resorts as Deauville and Paris Plage.

The lateness of hot Summer weather the past few seasons led me to study the possibilities of a woolen material which could take the place of silk. It necessarily had to be extraordinarily supple, light and at the same time more comfortable to wear than a thinner fabric.

TWO NEW MATERIALS

It was in the course of these studies that I hit upon what is now known as woolflower. This material has all practical advantages—it is supple, it hangs well, it is light and eminently suited to sudden changes of temperature. Its present vogue is therefore explainable.

Tussor, a fabric which has been sadly neglected by women during a few seasons, suddenly has become popular again. I have welcomed the return to favor, as tussor looks well on the beach and besides is an excellent Summer fabric. I used it a great deal in my midsummer collection, in a plain pastel shade or a fancy pattern.

I have combined black woolflower with white chiffon to achieve a smart black-white street frock. The white chiffon bodice is pin tucked around, while the black woolflower skirt is knife pleated.

Another woolflower frock shown today is a figured grey and white pattern. Here we have the use of volants to give grace, and the curved lines that are new and good. Three volants trim the skirt and one decorates the upper portion of the frock, which has princess lines.



A Patou model of black woolflower combined with white georgette, of double thickness.

REGULARITY

That Is the Basic Principle of Child Health Training, Says Mrs. Barton

By OLIVE ROBERTS BARTON

The first habit of importance in a baby's life is regularity. Regularity of sleeping, eating and elimination.

A very young baby should sleep from eighteen to twenty-two hours out of every twenty-four. During the second and third months he should sleep from eighteen to twenty hours. When he is six months old he should sleep twelve hours at night without interruption except for one evening feeding

at 10 o'clock. Even this may not be necessary. He should sleep two hours in the morning and two hours in the afternoon, but not after 3 o'clock. He should be in bed at 6 p.m. and not disturbed after that except for the 10 o'clock feeding.

KEEP NIGHT SCHEDULE

As he grows older the daytime naps may be gradually shortened, but the night periods should not be changed. After he is a year old a nap in the

afternoon will be enough daytime sleep, unless he is sick. Even if he does not sleep, he should be put to bed in a shaded, quiet room, and it must be understood that he is to stay there until given permission to get up.

This should be kept up for several years. Six o'clock should be the bedtime for all children under four. After that it may be an hour later, but until he is nine years old he should be in bed by 8 o'clock. Boys and girls under fifteen should be in bed by 9 o'clock every night.

Babies never should be taken to movies. Not only because they are exposed to germs of contagious disease, but simply because they should be at home and in bed, quietly and peacefully asleep. Parents with no one to have the baby with safely should take

turns going or stay away altogether. Never give a baby any sort of medicine to induce sleep.

Never waken a baby to show him to company. Never take a baby visiting to this, that and the other house and put him down to sleep anywhere that is convenient.

PLENTY OF FRESH AIR

Don't play with him or excite him just before bedtime. See that he has fresh air when he is asleep. In pleasant weather he may take his daytime naps outdoors in a protected place. See that the sun never shines in his eyes, asleep or awake. Accustom him to sleep through ordinary household noises, and then he will not be unduly disturbed. Don't awaken a child in the morning until he awakens naturally.

YOUR BABY and MINE



HOME MANUFACTURE OF A YOUNG "SMARTY"

Jimmy is an only child, an only nephew and as only grandchild, which makes a good many things in the following story explicable. Jimmy is ten and pretty sweet, though spoiled. He is used to having whatever he says and does relayed to Grandma and Auntie and commented on in his presence. He

doesn't always pretend to notice it, but he has come to the knowledge that what he says is of moment, in fact almost crucial.

"I want to tell you the cute thing Jimmy said this morning to Joe," Mother telephones to Grandma. "He told Joe that he didn't want him to come over any more, because whenever he did he got too 'damned mad.' Of course, it was terrible, but it sounded

MILADY TAKES THE AIR GONE! WORLD'S MOST FAMOUS CURLS

Fashion Finds Another Field for New Costume Effects; Here's What the Well-dressed Aviatrix Will Wear

What the well-dressed aviatrix will wear has become a question of the moment. While a few women are poised for flight across the Atlantic, thousands of others will be making shorter hops.

This, of course, brings into play an entirely new field for Dame Fashion. She is making the most of it. Practically all the better stores now feature flying costumes. And one exclusive store has a small shop just for "Aviatrix Attire."

There seem to be two general types of smart flying outfits. One borrows ideas from the ever-becoming riding habit. The other steps into the Alps for inspiration and emerges looking not unlike the St. Moritz skiing outfit, minus the skis.

Browns, greys and greens are the colors that most flying women choose. Ruth Elder likes brown; Thea Raasche likes green.

The type of costume shown to-day has swanky breeches of tan woolen whipcord and soft antelope boots laced to the knees. The shirt is cream silk. Coat and helmet are brown leather, chamolins lined.

The second suit, European in its "feeling," is of the softest green suede, with the long trousers stuffed into hand-turned antelope boots. The Russian blouse coat is a slip-on that fastens close to the neck with bone buttons.

A tight belt finds the normal waistline to give a slender silhouette. Pleated pockets slant at a comfortable angle to warm the hands grown numb at the controls. The helmet of this suit is of green suede, lined and piped with a lighter green. The blouse under the coat is of a light green silk pique, with a distinctly feminine collar.



Styles for high-fliers. Left, the type with breeches, high boots and warm coat; right, a green suede flying suit with slip-on coat, long breeches and antelope boots.

"America's Sweetest heart" has parted company with the long golden curls you see in this picture. Admired by picture fans more than a decade, the curls went back to Hollywood from New York in a box rather than under Mary Pickford's hat, the other day. Secrecy shrouded the operation—perhaps for fear on Mary's part that the nations would get out an injunction to prevent it, or something like that. Mary doesn't expect to appear in films any more as a juvenile. That's why she did it, 'tis said.



Here you see the result as Artist George Clark conceived it from description of the "Mary Pickford Bob" by the hairdresser who did the bobbing. The bob really is longer than it looks for the ends of the hair are curled up for a shortening effect. Mary carefully saved the curls the hairdresser cut off. A movement now is expected to have two or three of them placed in the Smithsonian Museum beside Lindy's plane, as something enshrined in the hearts of Mary's countrymen.



"Oh, my beautiful hair!" That was Mary Pickford's exclamation when the first of her golden curls fell prey to the snipping scissors of Charles Bock, New York hairdresser. She then settled back in the chair heroically while Bock snipped again and again, and the most famous curls in the world were laid solemnly, one by one, on a table. "Just let me touch my last curl," Mary entreated when there was only one left. With a caressing gesture she drew it slowly between her fingers. Then there was another snip. Finally Bock handed Mary a mirror and asked for her verdict. "It's marvelous!" she cried delightedly. "I'm glad the curls are gone. I'm going to be grown up now."

NEW OUTFITS ARE SMARTER THAN EVER

By BETSY SCHUYLER

White Sulphur Springs, July 14.—I always have maintained that woman is more fascinating in sports attire than in any other type; and if I ever am inclined to change my mind, a trip to Palm Beach or White Sulphur Springs completely reassures me.

Of course, I grant that background does help the costumer. And against the natural beauty of these famous resorts, the simplest type of frock takes on a distinction and beauty which a more complicated outfit loses.

Each year I decide that we have reached the ultimate goal in sports attire, and yet each year there are new variations and new interpretations that improve upon the old.

LONG OR SHORT JACKETS

This year the little seven-eighths length jacket Chanel, so successfully launched, is a noteworthy feature, and one sees it in tweeds, tights, jersey, and in the little printed silk coats that are of the same material as the frock. The fad for the plain dress and the zigzag striped coat also is expressed in the most charming variations. Never have I seen pleats and flares so expertly handled.

Besides the long coats are many swank short ones. I saw that very stunning young matron, Mrs. William H. Vanderbilt, wearing one of the very short box coats, absolutely mannish in cut, as she strolled out for a morning walk without her hat.

DOUBLE-BREADED COAT

The coat was double-breasted, and had patch pockets in which she did not seem to keep her hands. With it she wore a sport skirt of pleated tweed, and white sport shoes. A white muffler was so slightly revealed beneath her upstanding collar. Later on, in the evening, I saw her wearing a positively divine yellow frock that had long side panels and which emphasized her exquisite slenderness.

Other Vanderbilts adding to the picture here are Mrs. Graham Fair Vanderbilt and her daughter, Mrs. Earl T. Smith, formerly Consuelo Vanderbilt. Both were sponsoring the black and white vogue—even to their dogs, which were white, with black spots.

Mrs. Vanderbilt was wearing a coat of white, with incrustations of self material, forming scrolls and curves, and she had a smart white hat with an upturned brim of black.

HATS ARE PLAIN

Mrs. Smith had a tiered coat of white kasha with long lapels that was very chic, as was her dress of white



Mrs. William H. Vanderbilt, left, and Miss Gladys Chabot.

silk, with black polka dots. Her shoes and her wide-brimmed hat were of black.

In a typical golf costume was Gladys Chabot, pleated jersey skirt and sweater of the same color with horizontal stripes of silk. She had the narrowest possible belt of leather and an absolutely untrimmed chapeau.

Starting off with her tennis racquet I saw Jane Foster in a one-piece frock of white linen with a plastron front belted with a narrow belt of the linen. Her full length coat was of the softest angora wool, and I noticed she wore these very much-in-evidence dotted wool socks with sunburned stockings.

THREE-PIECE FROCK

Her companion, whom I did not recognize, wore a three-piece wool frock in compose effect. The skirt was striped—of a material that looked very much like man's suiting. Her blouse was a white jersey jumper buttoned at the side, and her short coat was of a dark wool, matching the darkest tone in the striped skirt.

Scarfs never were more attractive, and it seems purely up to the wearer whether one wears the square type about the shoulders or gypsy fashion about the hips. Checked and shaded taffets are popular for these colorful squares, as well as the softer silks and the negligible chiffons and georgettes.

Commercialism Is a Constant Threat to Art

Says Ruth St. Denis, Who Favors Outside Work.

"An artist should not have to make his art a means of earning his livelihood," Ruth St. Denis, famed dancer and co-founder of the Denishawn School of Dancing, said.

"In a democracy, where art is not government supported as it was in the Russian Imperial Ballet and in pre-war days in German court theatres, it is a great temptation for an artist to give the people what they demand. One's eye is inevitably on the box-office."

"But it is not good for the human soul to 'art' all the time. Therefore in our school we insist that our pupils learn some trade that parallels their art, at which they may be self-supporting. This prevents their 'selling' their art."

"Every great artist of the past has



Ruth St. Denis

worked with his hands. I think every artist should work four or five hours a day at some trade. It is good for the artist to face drudgery, for it is a boon to all of us.

"We give scarcely more than ten per cent of our programme to spiritual art. I believe this ratio is true of the output of most artists. For to devote one's whole life to art, one must be supported. And patronage of wealthy persons is a dangerous thing. It is better to be self-supporting and give a smaller per cent of one's time to independent art."



A DISTINCTIVE Summer evening ensemble of black chiffon has a collar of pink silk roses on the cape.

Modern Woman Still Retains Her Charm

And Without Affectation, Says Billie Burke

Billie Burke flouts the idea that women have lost their charm through gaining their economic independence. "How absurd!" Miss Burke barked. "It's utterly ridiculous to say that woman's emancipation from all the

wrongs the ages have heaped upon her has cost her anything of charm. "Just the reverse is true. Her broader education, her economic freedom, the extension of her interests beyond the narrow confines of her home, the variety of her activities—all these things have added tremendously to her understanding of life, to the building of her character and consequently to her charm. Of course charm of to-day is not expressed in just the terms of yesterday—the graceful, dainty yesterday. But it seems to me that they are better terms now. Our grandmothers' charm was cultivated; it was tinged with artifice."

"To-day charm is just the natural effect of frank and wholesome living. It has the breath of the out-of-doors, the freshness and invigorating quality of cool winds."

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SHE'D HELP "CLINGING VINE" FIND OWN LEVEL

Freda Kirchwey, managing editor of The Nation, is the kind of feminist who believes in giving the "clinging vines" a hand.

"It is becoming more and more infrequent for men to object openly when their wives work outside the home," Miss Kirchwey said. "This is no longer associated in people's minds with inadequate earning power on the man's part. Consequently he suffers no humiliation, or loss of social prestige."

"Still, in these days of working wives and mothers, a type of man exists who feels strong and self-confident only when he knows that one person in the world is totally dependent upon him and looks up to him as a person of superior intelligence and ability."

"This type of man may comfort himself with the thought that the corresponding type of woman also persists—the woman who shrinks from the harsh demands of self-support and outside achievement, and who enjoys feeling that a man is willing to carry these burdens for her."

"Perhaps, in these institutionalized days, it would be possible to establish a bureau at which men who need to support a wife, and women who need to be supported, would be required to register—for their mutual comfort and satisfaction and for the protection of the rest of the population."

"Then the stronger and more adequate men and women could go their way in the world with less danger of stubbing their emotional toes and finding themselves in the painful throes of an unsuccessful marriage."



Miss Kirchwey

CRITICISM IS A PRIVILEGE OF LOYALTY

Loyalty, in the last analysis, should be to one's better self, in the opinion of Mrs. Helen Tufts Baile, ousted member of the D.A.R., who lost her membership in that organization when she accused it of having a Black List of speakers.

"I think when one takes oath of allegiance to any organization it should carry with it the ideal of having such high standards for that organization that one would dare to criticize when necessary," she said.

"It seems to me that the old line, to thine own self be true, and it must follow as the night the day, thou canst not then be false to any man," she said.

"Mothers are not considered disloyal to their children when they analyze their faults or happen to disagree with their mode of life."

"The type of loyalty that insists on blind spots is not the purest type. I think loyalty includes devotion. And that presupposes something in the organization or person receiving the loyalty high and fine enough to be an ideal. When the organization or person falls below the highest expectations, it seems to me that the right kind of loyalty would have to protest."

"SHOULDER STRAPS To prevent shoulder straps from slipping, sew one-inch bits of silk with a snap on each end to the inside shoulder seams of your trowsers. Snap around all shoulder straps."

"SAVORY PUDDINGS To change bread or rice pudding, add some broken macaroons or some chopped, preserved ginger, with coconut, instead of raisins."



Mrs. Baile

VEGETABLES, RARE, BEST FOR HEALTH

"Vegetables, rare, please!" That, says Dr. Ruth Akey, will be as common a dinner order of the future, when food values really mean something to us, as "Steak, rare," is to-day.

Dr. Ruth, as Associate Professor of Household Science at the University of California, is "Okey" on her vitamins.

"Private homes are learning to cook vegetables as little as possible, thereby conserving more of the food values," she said.

"But restaurants, institutions, hotels that cook in large quantities of steam, boil or bake vegetables until you have to look at them to see what species they are—their taste has disappeared along with the vitamins."

"Vitamins are destroyed by overcooking. Vitamin B, for instance, can have sixty-five per cent of its value cooked out of foods. The lack of this vitamin causes loss of appetite, failure of young animals to grow, loss of weight, lack of vigor, and intestinal difficulties."

"The loss of Vitamin C, which overcooking reduces about fifty per cent, causes irritability, certain types of decay, fleeting pains in the limbs and joints. Vitamin A, also destroyed by overheat, protects one from susceptibility to infection, so is all important."

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Collegiate Influence Still Dominates Golf Garb

By CURTIS WOOD

It takes the collegiate to put this color-in-men's-clothes thing over. And if the settled business man understands psychology, he will take pointers and, by dressing jazzily on the links, increase his verve.

Plus sixes and fours are apt not to be quite so full or so long this season as last. But the collegiate likes 'em fairly noticeable, so he isn't going to give up the balloon effect without a bit of objection. So we are apt to see some fullness and some length in knickers this year.

But the collegiate rebels at too much conservatism on the links. This year will see a riotous line of blazers that shriek their gayety in raucous tones. These are flannel, and the accepted collegiate stripe is a combination of different width in reds, blues, black, yellow and white—either all or some of these shades.

One noteworthy outfit was seen on the links recently, worn by Jerry Lyons, of Washington, D.C., a student at the University of Pennsylvania.

"BRIGHT BLAZER He stuck to black and white, except for his red, black, green and yellow striped blazer. This was of flannel, button closing.

His knickers were of white silk and

tailored with notched lapels and two-wool fabric, with a large plaid of almost invisible black speckles that made a definite greyish black plaid. They were pleated into the belt.

His socks had their black-white plaids going diagonally for diversion. Black-white shoes further increased the striking notes of his attire.

His soft-collared sports shirt was of white and the tie a very small check of black and white, carrying out the whole idea.

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A Hidden Terror and Boats Without Trace

When Crew After Crew Set Out From a Fishing Village and Never Returned—The Investigator Who Followed Them to Death—A South African Mystery

By CAPT. J. MACMORLAND
Illustrated by REX MAXON

A Community Paralyzed by Fear; Monsters of the Sea; a Half-breed Village and the Hidden Bay; Salvador and Lita; the Battle With Knives in the Dark

The author, at the time of the exciting events he relates, here-with, was a member of the Cape Mounted Police of South Africa.

ONE blazing afternoon I might have been seen stretched out on the sand-dunes that fringe the barren shore of St. Helena Bay, on the south-west coast of Africa. I had spent many weary days of watching and waiting on those same sand-dunes, but up to this time my vigil had been in vain.

On this particular afternoon, however, I suddenly sprang to my feet and trained my powerful field-glasses on some tiny objects on the horizon.

Then I gave a triumphant chuckle, and returned the binoculars to their case. I had seen what I had waited for so long!

Calling my pony, which was nibbling placidly at the sparse low brush, I mounted and rode away through the fetlock-deep sand, glad beyond words that my two months' ordeal was over. Those innocent-looking sails on the ocean's rim had given me my cue, and now my course lay clear before me.

THE BLIGHTED LAND

For over a hundred years a steadily-growing native settlement had existed along the banks of the Berg River at a point where it entered the bay over a broad and dangerous sand-bank. At the time of which I write, the village consisted of some two thousand souls, fishermen all, whose livelihood depended on their catches from the bay. A trading-station of some ten white men, and an aged justice-of-the-peace who lived in an old and imposing Portuguese fort, completed the population.

Inland, away over the sun-baked veldt, could be seen the blue outline of the great Cedarberg Mountain range, towering in majestic grandeur over peaceful and prosperous villages that nestled among luscious vineyards and verdant slopes.

The fishing community had formerly been both prosperous and peaceful, but now it was neither. Gradually, over a number of years, less and less fishing had been done, until now it had almost ceased altogether, and the unfortunate natives were mortgaging their boats, and in some cases even taking to hunting the scanty game in the far-distant bush, in order to provide sustenance for their families, for they had reached a state of semi-starvation.

It was not continuous bad weather, laziness, or lack of enterprise that had brought this state of affairs about, nor did the bay lack fish. What, then, was the reason?

It could be summed up in one word—fear.

SEA OF MISSING SHIPS

Fear of what? Not the ordinary hazards of their calling, for these fishermen were intrepid enough regarding them, but of something less tangible, something infinitely more terrifying. It was, in short, fear of the unknown, which always has a most paralyzing effect upon the native mind.

Some time before, one of their fishing smacks had gone out at sundown and of the others, sailing northwards on a longer cruise than usual in quest of record catch. The boat never returned; was never heard of again.

Weeks passed, and then the relatives of the missing men set out to search for some trace of them. They, too, went "into the blue"; they, too, never returned. Only a single oar, recognized as belonging to their craft, was ever washed ashore.

A third crew went the way of the others, and finally the natives became quite demoralized; they believed that sea serpents or similar monsters were lying in wait for them. In response to their entreaties, a police-officer, called Munro, was sent to the region to investigate matters.

THE GUNBOAT PATROL

He wasted no time on local inquiries, or in listening to the idle superstitions of the fisherfolk, but at once engaged

a small cutter and set out along the coast, saying that he would return in ten days at most.

Again weeks passed, and there came no more news of him: he just disappeared like the others. The distracted Justice of the Peace, the only official representative in the settlement, sent in a long report on the mysterious occurrences, which, after much official delay, eventually reached the Government. Then, after more parleying and waste of valuable time, one of His Majesty's gunboats was dispatched from the Cape Station to the scene, to patrol that part of the coast.

The moral effect of the presence of a unit of His Majesty's Navy was no doubt considerable, but she could not be expected to remain there indefinitely, nor could a ship do much to elucidate the mystery.

Moreover, the headquarters of the "Cape Mounted" were now moving in the matter, for Munro had been a gallant and most efficient officer, and the authorities were not at all disposed to take his disappearance quietly. I was selected for the job of going to the district and endeavoring to discover what had taken place. Hence my presence on the sandhills that broiling afternoon.

PORTUGUESE SUSPECTS

I had not gone down as a policeman. Ostensibly, I was a land surveyor, and I carried all the paraphernalia of that calling. In the course of my supposed "work," I made friends with the native fishermen, listened to their troubles, and lent a grave ear to their fantastic stories of lurking monsters that devoured all those who were foolhardy enough to put to sea.

The vain imaginings of the fishing folk, of course, "cut no ice" with the authorities, who had a shrewd suspicion that a village of half-breed Portuguese non-descripts, some forty miles along the coast to the southwards, and about whom little was known, might have had something to do with the disappearances.

There was, however, no evidence available to this effect, and the natives' fishing-grounds were twenty miles to the north—over sixty miles from the Portuguese village.

In the process of keeping my eyes and ears open, I had several times noticed a coal-black native of immense build and brutal features, obviously hailing from the Southern States of America, in company with the dusky belle of the settlement. She was a girl called Lita, a good-looking and intelligent half-caste. Everyone knew her, but when I inquired where the big Negro lived I could get no definite information.

SALVADOR AND LITA

Some instinct made me casually question Lita herself about him, and although she either couldn't or wouldn't tell me anything worth while, I noticed that she was wearing an unusual ornament that could only have been manufactured in Southern Europe. I made some remark about it, whereupon she told me that Salvador—that was the black giant's name—had given it to her.

In my mind I at once connected the gaudy trinket with the obviously grotesque name—for a Negro—of Salvador, and I promptly associated both with the colony of half-breed Portuguese away to the south. Nobody knew anything about the place, and it was supposed to be under suspicion, so I decided to have a look at it.

Having failed to obtain any clues of the slightest value in the settlement, I collected my surveying gear, packed a supply of food and water on a spare pony, and rode over the drift (ford) up-river on a journey that was destined to have important results.

Next day, arriving suddenly and unexpectedly at the top of a hill, I found myself looking down into a beautiful land-locked bay. A few fishing-boats and smaller craft were dotted about the still waters, while close to the beach clustered a number of well-built huts and houses, with women and children in European clothing going about their vocations.



She was wearing an unusual ornament that she told me Salvador had given her.

HOSTILE SILENCE

Riding down the track that led to the village, I entered it amid the scowls of the inhabitants, whose nationality—or lack of it—was obvious from their dark olive complexions and close, curly black hair. Most of them were dressed in bright-colored garments, and wore a profusion of cheap trinkets and earrings. It was clear from their lowering glances that they resented a white man's intrusion.

Making straight for the store, which was, as usual, the most imposing building in the village, I made a few unnecessary purchases and tried, unsuccessfully, to draw the beetle-browed storekeeper into conversation. Then I gave my horse to a native boy to look after, and started out to explore the settlement.

The half-caste inhabitants were certainly a surly crowd; they returned only the curtliest replies to my greetings, and some of them even turned their backs upon me. Presently I got tired of this veiled hostility and decided to leave.

As I was mounting, however, I saw in the distance the familiar bulk of Salvador, the big Negro. He had just emerged from a hut and was making for the store, but on catching sight of me promptly turned on his heel and vanished.

"Oh, oh! my friend," I muttered to myself. "Don't want to be seen, eh? What have you to hide, I wonder?"

ALONG THE COAST

The sight of this man switched my thoughts abruptly back to my quest, and I began to speculate as to how this collection of half-breeds earned their livelihood. Certainly the few patches of badly-cultivated land that surrounded the village would not support them, nor did the boats lying at anchor appear capable of supplying nearly a thousand persons with enough fish either for food or trading.

I therefore concluded that they must have some other source of income, and—if their appearance was any guide—it was likely to be a more or less reprehensible one.

But the afternoon was advancing, and I couldn't stop there for ever, so I continued my patrol along the coast. Just before sundown I made a fresh discovery. I came across another bay, almost completely land-locked and quite invisible from the sea. The narrow entrance, twisting between ugly reefs, looked as if it would only be negotiable at high tide.

PIRACY!

It was not the bay itself, however, that I found interesting, so much as what it contained. Riding at anchor was a fleet of some thirty or forty large cutters of the deep-sea type. Through my glasses I saw that all of them had a number of half-breeds on board, busy splicing ropes and repairing nets, quite unconscious of the watcher whose binoculars swept the scene.

This, I felt, solved the problem of how the community I had just left got its livelihood. It also solved another and more pressing problem. Among the craft lying in the bay were two or three that bore a curiously familiar look. In fact, I felt sure that they had formerly belonged to that unfortunate fishing village of the mouth of the Berg River.

If this was the explanation of the disappearance of boats and crews, it could mean only one thing—piracy!

Making a careful note of the position of this hidden bay, I made a detour and rode straight back whence I had come. All the time I was cudgeling my brains as to how I could put my discovery to use, with a view to ridding the native community of the menace that hung over it.

PLAN OF CAMPAIGN

For some time after my return to the

their boats and crews had been due to human and not supernatural means.

This done, I began the long vigil from the sandhills which I have already described. Week after week, blistered by the sun, I watched for evidence that the half-castes' fleet had put to sea, and at length my patience was rewarded.

My idea was to meet the "Dagoes" on the open sea, and there, if possible, give them a lesson they would never forget. To this end I contrived, through Lita, that Salvador should go back to his own village with the news that the native fishermen were desperate and were about to sail northwards again, in spite of their fears, in order to secure at least one night's catch to stave off the famine that threatened them. I guessed that the piratical half-breeds would not miss this chance of seizing more of the natives' smacks.

THE FLOTILLA SAILS

As soon as I had evidence that my plan was working I had confided, and everything having been arranged beforehand and the crews chosen, a few curt orders sufficed to set things going.

Then I altered my own appearance to that of a fisherman, loaded a couple

which was manned by eight rowers, and as the sun went down led the flotilla over the bar into a calm and glassy sea.

I disposed my armada fan-wise, ten on each side of my "flag-ship," and in dead silence we rowed off into the night to meet what Fate should decide to send us.

THE SCOUTING DINGHY

It was about midnight when, crawling along the coast, well within the three-mile limit, with an interval of some eighty yards between our boats, we got the first sight of the marauders. It was dark as pitch, with an oily sea, as I gave the signal to stop, and standing in the stern of my own now fast-moving boat, approached the scouting dinghy that the enemy had sent out.

In it I could dimly discern the forms of three men, who on our approach first shouted and then rowed toward us.

By way of reply I called out that I was a police officer, whereupon they turned round—no doubt to give the alarm—but I promptly signaled to Marcus, who held the tiller, and our craft crashed into them broadside, upsetting the dinghy and hurling its occupants into the sea. We hauled them in, but they sullenly refused to answer any of the questions I put to them, so I called up one of the larger boats of my fleet and deposited them on board, first taking care to see that they were securely bound.

BATTLE

This done, we crept cautiously forward once more, and presently came across three more rowing-boats, each full of men. I slowed down, and with yells of delight the half-breeds dashed forward, scenting an easy prey. When they heard my voice and saw the number of my crew they tried to sheer off, but one boat ran alongside before its occupants could slacken speed, and we caught its gunwale with a boathook.

I made a grab at a fellow standing erect in the stern, and both of us losing our balance, we toppled over into the water clasped in an affectionate embrace. With a violent kick I freed myself, rose gasping to the surface, and climbed on board my boat—to find that one of my rowers had been badly slashed with a knife. His assailant, however, had been knocked down with a knobkerrie and now lay unconscious in the stern, together with another of his tribe. My attempted catch, together with a fourth man, escaped by swimming away.

having been smashed in by an oar; the other two were bleeding from desperate knife-wounds. The remaining three, however, were still manfully defending themselves.

My boat crashed headlong into the melee, and leaping at the nearest half-breed, I laid him low with the butt of my revolver. A fierce-looking, black-bearded ruffian promptly sprang in my direction, his knife raised to strike, but the knobkerrie of a watching fisherman brought him down, and he dropped limply over the gunwale.

Four more ruffians remained to be disposed of, and as my men were hard pressed I climbed on board to help them. As I did so, something whizzed past my ear and splashed into the water. These half-castes can throw a knife with deadly accuracy, and the action of this rascal showed that they meant to stick at nothing. I promptly fired at the thrower, who disappeared head-first into the sea.

THE TEN-TON CUTTER

My resort to the revolver appeared to dishearten the other rogues, and although one of them managed to escape we soon had a couple more disabled and tied up. The casualties on both sides had so far been heavy, and I pictured courts of inquiry and endless reports when I got back!

But I wasn't back yet, by any means! A moment later yells, crashes, and guttural curses indicated another "argument" away to our left. A ten-ton cutter loomed up through the darkness with two of my boats hanging to her sides like terriers, and another battle royal in progress.

"Round to the other side, Marcus!" I yelled, and with the old leader and two other men, I scrambled on to the cutter and dashed across the deck. Its crew were too busily engaged to notice our sudden arrival, and when, at my sharp word of command, they turned, it was to face my two levelled revolvers.

They made a threatening rush at me, but the shot I fired into the air pulled them up short and gave the remainder of my men time to climb on board. After that they offered very little resistance, and we soon had them secured—seven in all.

THE PIRATES' CANNON

This, I felt, was good work, and I decided to make the captured cutter my guard-ship, placing all the prisoners we had captured so far in her hold, under a strong guard. Then I set off again, with eight boats on each side.

We had not gone far when a whistle sounded, followed immediately by a

We approached cautiously to within hailing distance, and then, all at once, the stillness was rent by the crash of a gun, and the air seemed filled with flying missiles. They had fired an old brass cannon at us, loaded with bolts and pieces of iron! Luckily, however, their aim was high, and the missiles all dropped into the sea behind us.

KNIFE THROWERS

Still, this antiquated weapon might well prove very formidable if they once got the range, and I ordered my armada forward before the rascals could reload. A few minutes and, we were scrambling over her rail like an old-time boarding party.

Once more, as I landed on the deck, a knife was thrown at me and stuck quivering in the spot where I had been a second before. The thrower was a wicked-looking, crop-haired man whom I afterwards knew as Baldo. Before I could fire, a second knife caught one of my fellows in the body, the wound laying him low for many months.

This roused my fighting blood in earnest, and as another pirate drew back his arm to hurl his deadly weapon, I fired at him and saw him crumple to the deck. Then the whole gang rushed at us with great smooth-headed mallets, and the engagement became general.

It was at this point that I caught sight of the huge figure of Salvador climbing the gunwale of the cutter, and made up my mind that he must be captured at all costs. Somehow I got across the deck to him, and his look of astonishment when he recognized me was comical. For a second he hesitated, and the pause gave me my chance. Putting the full weight of my body behind the blow, I sent my fist crashing into his face. He clutched grotesquely at the empty air, and then toppled over backwards into the sea.

THE NEXT MORNING

Pandemonium now reigned all round, but the shouts of my valiant blacks indicated that the advantage lay with us; the half-breeds were in process of "getting what they had asked for" for a very long time.

Dawn now began to break, and with daylight the situation grew clearer. Some miles out to sea, those of the enemy's cutters that had not been "in action" were preparing to sail away, warned by some of the rascals who had escaped by swimming. Six boats remained in our possession, and all round us floated empty dinghies and discarded drift-nets, which my men were busily collecting.

I considered that we had done enough for the present, so we set about the grim duty of tending the wounded and reckoning up the casualties. The breeze began to freshen, whereupon I transferred all our additional prisoners to the "guardship" and set sail for home. Before midday the inhabitants of the settlement were assembled to see half-a-dozen cutters sweep in over the bar and make for the wharf, towing behind them the local fishing boats and many strange dinghies.

The whole population of the place crowded down to the jetty, and when we were recognized a roar of delight went up, and throngs of half-naked natives began to dance and sing in celebration of our victory. Their joy, however, turned to grief when they learnt of the casualties.

END OF THE TERROR

We brought back with us twenty-odd prisoners all told, and these were promptly incarcerated in the old fort.

The ensuing trial was a memorable affair, and attracted hundreds of people from outlying districts. Baldo and two others received sentences aggregating forty years' hard labor; the remainder were also awarded exemplary punishment. Deportation orders were issued in every case, and all the cutters, dinghies and gear we had captured were ordered to be confiscated.

Salvador—who had escaped after I had knocked him overboard—was caught trying to blow a hole in the fort wall with dynamite in order to rescue his comrades. After being somewhat roughly handled by the native sentries, he also found himself in the dock "in due course," and was given ten years. The judge was kind enough to comply on my share in the affair, with the result that I was granted a month's special leave. As it turned out, our night battle stamped out for ever the nest of pirates who had so long terrorized the coast, and thereafter the natives fished as of yore, no longer obsessed by unknown terrors.

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A fierce-looking ruffian sprang in my direction, his arm raised to strike

village, I might have been seen paying frequent visits to the jetty and conversing with the native-skippers, particularly one Marcus, a wise old leader of his tribe, and one of the head men of the fishing fleet.

Acting under my instructions, Marcus chose four other picked skippers to whom, to their unbounded delight, I divulged my real identity and the plan of campaign I proposed to put into operation against the half-breeds. It took me some time, however, to convince them that the unaccountable loss of

of heavy service revolvers, filled my cartridge-belt, slung bag of spare ammunition over my shoulder, and hurried toward a bend of the river which concealed a fleet of twenty-one fishing smacks I had collected.

Each boat was manned by six men, four of whom were to row. In a few words I exhorted the skippers to stand by me and obey orders and the agreed signals. Only if life were threatened were they to use their dangerous-looking knobkerries.

Then I boarded old Marcus's boat,

I now heard shouts for assistance, and directing my boat to get to the scene of action as speedily as possible, came upon a mass of struggling humanity. Two of the enemy craft had come up on each side of one of mine, and a desperate fight was being waged with knives, knobkerries, oars, and any other weapon that came handy.

INTO THE SEA

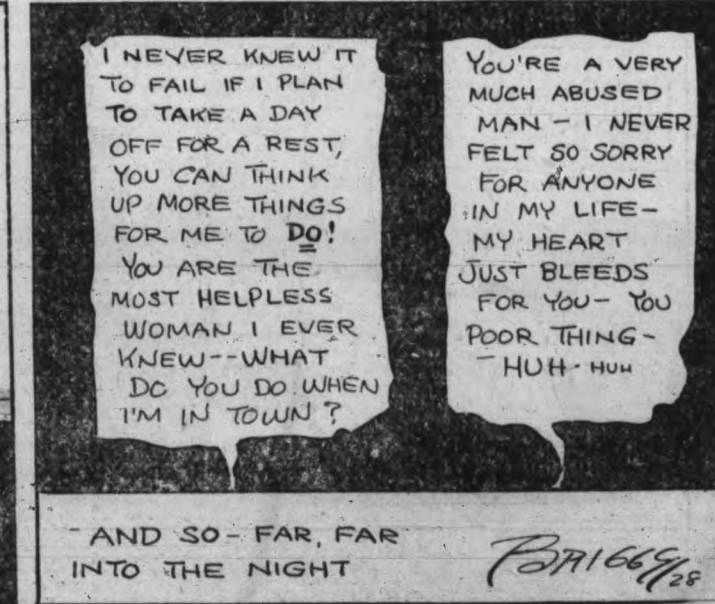
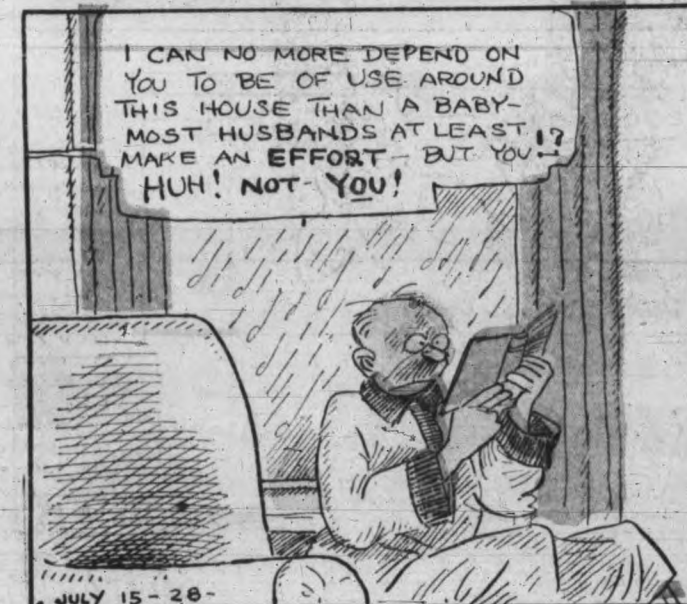
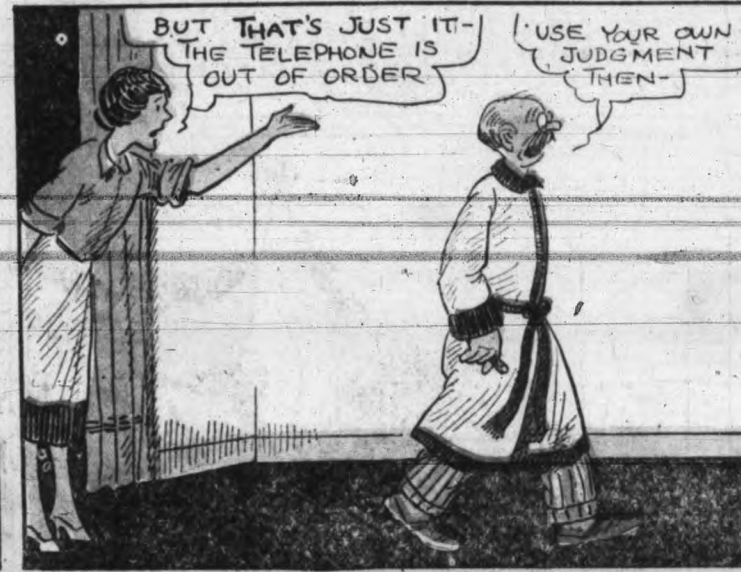
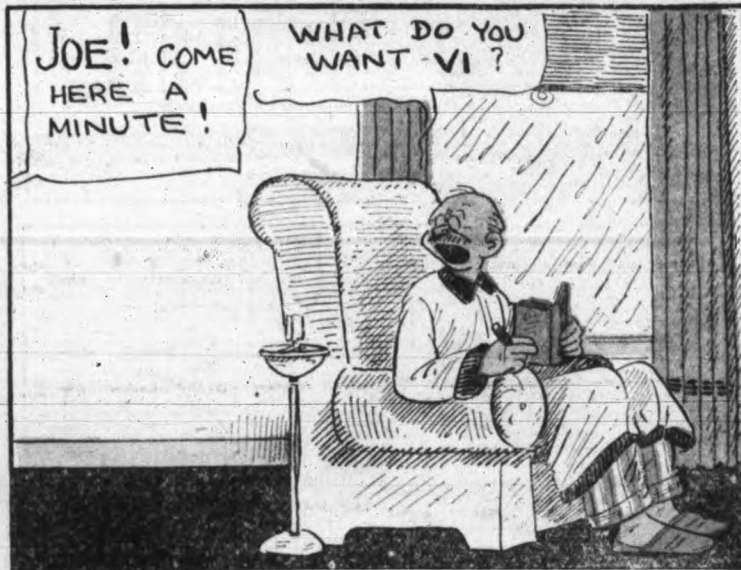
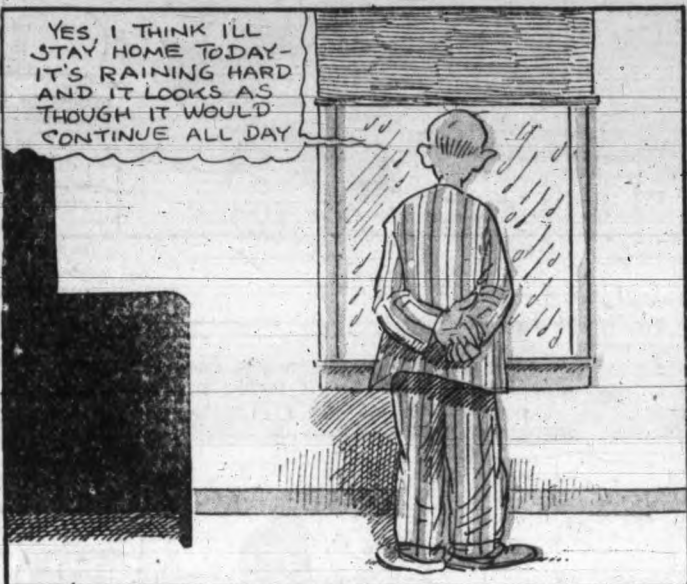
When I arrived three out of the six men on the native boat were hors de combat. One man was dying, his skull

Victoria Daily Times

VICTORIA, B.C. SATURDAY, JULY 14, 1928



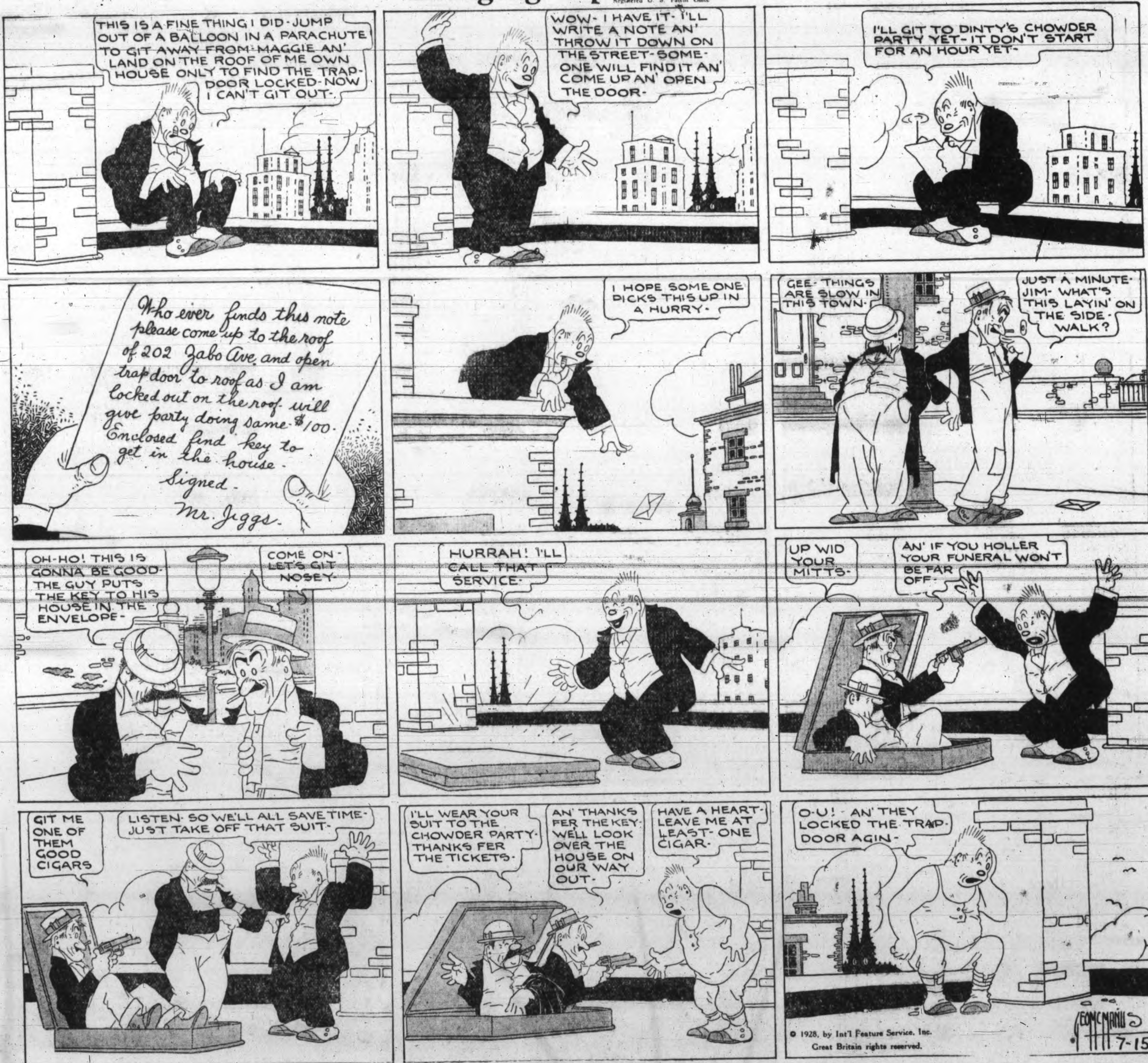
Mr. and Mrs. Briggs





Bringing Up Father

Registered U. S. Patent Office



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I'M A BUSY
MAN - SO LONG
CLARA - I GOTTA
GET TO THE
OFFICE

WHAT'S THE IDEA IN DRIVING WITH ONE HAND? DON'T YOU KNOW IT'S DANGEROUS?

GO AHEAD AND KEEP BOTH MITTS ON THE WHEEL.

GO AHEAD!

YES SIR!

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WHO CARES?
I WASN'T GOING
OUT TONIGHT ANY
WAY - SO LONG,
SHORT
CIRCUIT

I GUESS IT WAS
THE BOSS - MAC
THE ONLY ONE WHO
KNOWS THE COMBINATION
AND HE'S
GONE

BOY! THAT WAS NO
MOTHER'S
KISS I'LL
TELL THE
WORLD

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7-15

Russ
WESTOVER

